NE CRASHES HROUGH BRIDGE

g Accident on the Red ntain Railway Near Rossland

OTIVE IN STREAM

er and Fireman Have a arkable Escape From Drowning

d, B. C., April 21.—An en- der and flat freight car and ar attached to the passenger nged through the first twin cross Sheep creek, north of reek falls, on Monday morn- ying down with them J. Goli- e engineer, and J. Olsen, the They escaped from the ut the firemen sustained a eg and other injuries, while neer was severely bruised and p.

in left the Red Mountain de- for Northport, and at 10.30 the first twin bridge across eek, which is about sixty feet stands about twenty feet e bed of the creek. The en- only about got its weight on cture when it went through k the opposite bank, but was d all but the top of the ck. A flat car piled on top ngine, so that the front end its boiler. The remainder of remained on the rails.

er Goliphon and Fireman nt down into the wild waters eek with the locomotive, and escaped from the wreckage o understand. They felt their under the flat car and man- reach the surface. They were rapidly down stream. When yards below the wreck Olsen old of some driftwood, and ued from his perilous posi- ngineer Goliphon was swept at speed for about 50 yards e could reach a place where make a landing. It was at Olsen had sustained a frac- one of his legs, and he was the hospital at Northport. who had remained longer ter, it is thought, than Olsen, ly bruised, weak and dazed exertions, but fortunately not injured.

creek is a mad torrent, filled w and ice, and this weakened rpinning of the bridge.

a shaking up, the passeng- unhurt. Had the train not g at a slow rate it is possible re would have been a num- atalities.

RN LONGSHOREMEN

Steamers to Forsake Quebec—tice of Rate of Wages at Montreal

, April 21.—According to the , the C. P. R. will dock the liners at Three Rivers this ring to the arbitrary refusal ip laborers to meet and dis- ters.

al, April 21.—Steamship lines to Montreal today issued a longshoremen that the wages d this year will be at the rate per hour for day work, and hour for night work. In ad- this, longshoremen will be onus of 2½c per hour for the providing they work through- whole shipping season.

ifles Used by Strikers.

ola, Fla., April 21.—The street e situation here took a seri- today, when a number of attacked a car about five miles e city limits, and fired a fusi- m rifles. The conductor was three bullets striking and injuring him. The motorman injured.

aten by Her Husband.

, April 21.—Mrs. Marguerite wife of George Arnott, a C. P. oreman, has taken out a writ ration and interim alimony case is tried of $40 a month. ott is in a hospital here, suf- rom injuries which she says from her husband beating her.

th Norfolk Nomination.

, Ont., April 21.—South Nor- nservatives today nominated att, M. L. A., as their candi- the legislature.

Took His Own Life.

al, April 21.—The Coroner's y decided that Nicolai, the who was found dead at Dor- days ago with his throat cut d suicide.

an Car Leaves Seattle

, April 21.—The German car ew York to Paris race sailed on the steamer Glenlogan for tock. The American car is steamer Shawmut, which will Yokohama today.

Child Lost on Prairie

e Hat, Alb., April 21.—The -old child of James Norquay, r, wandered away, and has on the prairie since Sunday Search was begun half an er the disappearance. Fifty going over every foot of the It is feared that a wolf or an y have carried off the little

South Oxford Liberals.

tock, Ont., April 21.—T. R. y, of Ingersoll, manager of the ent Telephone company has minated by South Oxford Lib- the legislature in opposition d Sutherland, the Conserva- ninee. Mayberry ran against ard Cartwright in an election Commons as representative of pendent labor party.

and Queen at Copenhagen.

gen, April 21.—King Edward en Alexandra arrived here to- n London on a visit to the oyal family. They were wel- y King Frederick and Queen the diplomatic corps and the d military dignitaries. The hrough which their majesties the palace were gaily decorat- crowded with people.

INVESTIGATION NEEDED AT ONCE

Should Determine Cause of Increased Cost of Section of Railway

ABOUT THAT RESIGNATION

Major Hodgins Tells of the Circumstances Leading Up To It

(From Tuesday's Daily)

The importance of an independent investigation into the proceedings of Simon Napoleon Parent, Robert Reid, McIsaacs and Young, the commissioners of the National Transcontinental railway, in general and into the reasons for the increase in the government engineers' estimates of the cost of the McArthur contract in particular, was again urged upon yesterday by Major A. E. Hodgins, the government engineer in charge of that part of the National Transcontinental, who was asked to resign because he insisted upon what he considered to be honest classification.

The importance of an immediate investigation is enhanced by the fact that while it is not too late to prevent the greater portion of the unearned money being paid over, yet every day during the delay money is being paid which it will be impossible to recover. According to the system of railroad contracting now in vogue, the contractor agrees to do certain work for a certain scale of pay. Each month the government engineers certify to how much work has been accomplished of each kind, and a check for the amount due is forwarded to the contractor. If for occult reasons a classification unfair to the people of Canada, who are paying for the road, is ordered by the commissioners, or the engineers they have appointed, the contractor, in the absence of proof of conspiracy, cannot be blamed for accepting the increased amounts, and it is difficult to see how they can ever be recovered from him. Hence the importance of an immediate enquiry, quite apart from the injustice of an honorable career being ended without redress or an opportunity of defense. There is also another phase of the question, to which Major Hodgins drew attention yesterday.

Interests Identical

"It should never be forgotten in considering this matter," said he, "that the interests of the Canadian public and the Grand Trunk Pacific are identical. The former are building the road east of Winnipeg, and the latter have agreed to lease it for fifty years, paying three per cent. on the cost of construction. Thus both are equally interested in getting the road built on a fair, business-like basis. If any money is paid which should not be paid, it has to come out of the pockets of the Canadian people, while the Grand Trunk has to pay the interest on it. Of course the public will eventually have to pay the extra interest also, in the shape of increased freight rates.

"Now, if the Grand Trunk Pacific later on refuses to pay interest on certain sums, and give as their reason that their engineers on the work have recommended that they should not pay interest on such sums, the importance of the government immediately insisting on seeing the reports of the Grand Trunk Pacific engineers will be plain to every taxpayer in Canada."

Speaking of the Latuque cutting, from which by a typographical error 150,000 cubic feet, instead of cubic yards, of material was stated to have been taken, the major said that he had been slightly misunderstood. That cutting consisted of loose rock mixed up in sand and earth, and it was because many of the loose rocks consisted of large bouiders that he had said that possibly a classification of forty per cent. solid rock might be allowed. He also stated that he does not wish to be quoted as stating as a fact that the increased estimates announced by J. D. McArthur are due to increased classification, as he has not had the opportunity of seeing those estimates. But he has shown that the increase was not due to change in location, as those changes reduced the cost of the road by over a million. As he was asked to resign because he refused to permit what he considered excessive classification, and immediately thereafter the estimates are announced to have been increased, he now asks:

"Does all this large increase come from increased classification?"

And unless and until the increase is explained by an enquiry all unbiassed persons who know Major Hodgins and have heard his story will believe that it does.

His Resignation

Speaking of his resignation yesterday, the major said:

"When the August estimates began to come in from my assistant engineers I found a number of flagrant instances of over classification and I commenced an investigation, and I had not finished this investigation when I was asked to resign. My assistant and I were out on the work when I received a letter from Mr. Lumsden, the chief engineer, requesting me to send in my resignation at once because as he said, "there was a feeling against me" at Ottawa. I reported something of what I had discovered to the chief engineer, but he never even acknowledged my letter. I did not sign or see the September estimates. My assistant did not sign or check them. He was sent off to North Bay, and Charles Foss was brought all the way from New Brunswick to sign estimates for work he had never seen. I presume that Simon Napoleon Parent, sometimes called the honorable Simon Parent, through the chief engineer, authorized the auditorgeneral to accept Mr. Foss's signature to the September estimates, which amounted to over half a million dollars. Otherwise he would not have passed it.

"Mr. Lumsden is the chief engineer, Collingwood Schreiber is the consulting engineer for the government, and Mr. Butler is the deputy minister of railways and canals, and it is through their hands that the final reports have to go. It seems to me that these gentlemen should not only know the ins and outs of the affair, but have the authority and judgment to decide what is right or wrong classification. But if they don't go out on the work and judge for themselves, their opinions on the classifications in dispute are valueless.

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An Enquiry Necessary.

"The matter can easily be straightened out by an enquiry, and if the government finds that the commissioners have been lacking in proper vigilance and care, new commissioners should be appointed. In the appointment of the new commission the Grand Trunk Pacific, which will lease the road eventually, should have a representative, who will be more of a railroader than a politician. Mr. Morse has proved himself to be a railroad builder of energy and ability, and if his onerous duties will permit him to accept a position on a new board of commissioners with advantage to the taxpayers of the country and also to the railway which will operate it in the future.

The editor of the Prince Rupert Empire paid his respects to the national transcontinental commissioners in characteristic manner not long ago. He said:

'It is current rumor that Paardeburg, on the South African veldt, where Canadians from British Columbia distinguished themselves, was 'dead easy' as compared with Kenora (Major Hodgin's station), on the dividing line between Ontario and Manitoba, where Canadian engineers from British Columbia have had to walk the gang plank on orders from the chief engineer of the transcontinental railway commission, a commission made up of Mr. Parent of Quebec, who holds the dual position of chairman of the commission and the president of the Quebec Bridge company, whose bridge collapsed, killing eighty odd workmen; Mr. McIsaacs, a Nova Scotian, appointed on the commission by ex-Minister of Railways Emmerson, who was bounced from office because of taking too many liberties with the wives of other men; Mr. Reed of Ontario, a brother of George Reed of London election fraud fame, appointed by ex-Minister of Public Works Hyman, who quit office because of ill health, and Mr. Young, representing the West, and Clifford Sifton, who was driven from the office of the minister of the interior by a Catholic bishop of Ottawa in order to better protect some of the married women in his diocese. Of course, the individual members of the commission may have better reputations than have some of those who are held responsible for their appointments, but the people are suspicious. When men go into battle it shows them willing to lay down their lives for their country. Men willing to do this may be trusted when dealing in responsible positions with questions in which their honor alone safeguards the interests of their country. None of them members of the transcontinental railway commission have fought other than election battles for their country. More can be said for some of the engineers summarily dismissed from important positions under the transcontinental railway commission."

The Major's Record

Of Major Hodgins' war record, it is unnecessary to speak. He went out as a lieutenant in the first Canadian contingent and returned as a major with two medals and six clasps, an unusual distinction, one of the latter being for Paardeburg. After the fighting was over he went on Sir Percy Girouard's staff of railroad engineers, occupying important positions until 1904, when lack of funds necessitated a halt in new construction. He was then offered the choice between a permanent position with chances of advancement starting with a salary of £1,000 a year, or a handsome gratuity in recognition of his services. He was urged to accept the former, but he wanted to come home where he could get better educational facilities for his children, and he had an opportunity to take a position on the Transcontinental at the lower salary of $4,000 a year. Accordingly he left South Africa and for three years acceptably filled his new position, only to be turned out at last, because, soldierlike, he preferred to remain honest.

Among his testimonials is the following handed to him on leaving South Africa by the general manager of the Central South African railways;

"Central South African Railways.

"General Manager's Office,

"Johannesburg, June 21, 1904.

"To All Concerned.

"Major A. E. Hodgins, who has filled the position of superintending engineer, new construction, on these railways, is retiring from the service with a special gratuity in recognition of his services both during the war and subsequently, in consequence of the abolition of his office; such abolition being due to the retrenchment that has become necessary owing to the long continued depression prevailing in this country.

"The services of Major Hodgins have been retained longer than would ordinarily have been the case in the hope of its becoming finally possible to proceed with new construction work on an extensive scale in the near future, but as it is now improbable that the work can be undertaken within such time as to warrant our continuing to retain his services, there has been no alternative but to disband the engineering staff and to dispense with Major Hodgins. We have done so with great regret, and I am very sorry to lose his services; while the special gratuity that has been awarded him is a practical recognition of his services, to which reference has already been made.

"(Signed) T. R. PRICE,

"General Manager."

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PUNITIVE FORCE CAUGHT IN TRAP

Kurdish Brigands Threaten Annihilation of Russian Troops

TRIBESMEN ARE NUMEROUS

Russian Official Despatches Set Forth Situation as Grave

Tiflis, April 20.—An alarming report has just been received here setting forth the critical situation of the small Russian expeditionary force to Persia which is menaced by a vastly superior body of Persian brigands. The Russian troops penetrated the frontier in the neighborhood of Belesuvar in pursuit of Kurdish brigands who had committed depredations in Russian territory. In following this course Russia is acting on the rights accorded her for the maintenance of order in Northern Persia by the recent Anglo-Russian agreement.

The Russian commander has sent out a messenger demanding reinforcements of infantry and cavalry. The Persians, who have been joined by warlike tribes of nomads, surround the Russians. The sending in of Russian reinforcements is made particularly difficult by the flooded condition of the country. Yesterday the Russians had three men killed and ten wounded in various minor engagements with the Persians.

St. Petersburg, April 20.—The Associated Press despatches setting forth the grave situation of the Russian detachment in Persia are fully confirmed tonight by official reports received at the foreign office from the Russian commander at Yelisavetpol, in Trans-Caucasia, ninety miles from Tiflis.

SIR ADOLPHE CARON DIES IN MONTREAL

Was Minister of Militia in Sir John Macdonald's Cabinet

Montreal, April 20.—Sir Adolphe Caron died at the Royal Victoria hospital today. He was minister of militia at the time of the Northwest rebellion in 1885, and for his services in suppressing it was knighted by Queen Victoria.

The late Hon. Sir Joseph Philippe Rene Adolphe Caron was born in 1842, a son of the then Lieutenant-Governor of Quebec, Hon. R. E. Caron. He was educated at Laval and McGill universities and called to the bar in 1866. In 1880 he was minister of militia in the Macdonald government, and in 1892 became postmaster-general under Sir John Abbott. He was created K. C. M. G. in the latter year.

Hiccoughs Proved Fatal

Coburg, Ont., April 20.—John Belsot, of Hamilton township, is dead as a result of hiccoughs. He was 83 years old.

Ontario Nominations

Toronto, April 20.—John H. Fisher was renominated for the legislature by North Brant Conservatives. East Wellington Liberals nominated Reeve McKinnon, of Erin. West Durham Liberals Thomas Baker of Soline, Dufferin Conservatives, C. R. McKeown, M. P. P.

Heavy American Immigration

Winnipeg, April 20.—Immigration officials, report an increase of 60 per cent. in the American immigration to the Canadian Northwest for the first quarter of the current year, as compared with the first quarter of last year. The outlook for the present year is that the Canadian west will receive 70,000 settlers from the United States.

Part in Real Tragedy

London, Ont., April 20.—"Parsifal, Parsifal, your mother is dead." At the Grand theatre on Saturday night, Miss Keating, in the role of Kundry in "Parsifal" was compelled to repeat the above line three times. There was real tragedy behind the words. Just before the curtain went up Miss Keating received a telegram from Chicago announcing the death of her mother. The strain was too much for her, and she fainted three times. She left for Chicago after the performance.

COMMITTED CRIME AND DEFIES ARREST

Knotty Problem Presented By Criminal Who is Quarantined

San Francisco, April 20.—Is a man under quarantine on a British ship in this port amenable to the laws of California, United States or those of Great Britain? Or is he free to do as he chooses without being liable to punishment under the laws of any country? This is the question that is worrying Capt. Wm. Rae, of the British ship Allerton, which has been in port a month. U. S. District Attorney Devlin, U. S. Shipping Commissioner Hescock and British Consul General Walter Risley Hearne have all been called upon to give an opinion as to the law in the case.

At midnight Sunday night Alberta Prusanscky, a sailor on board the Allerton, who is under quarantine because he is infected with trachoma, stabbed Rudolph Rudandt, another sailor, in the back, wounding him seriously, and now Prusanscky sits on the rail of the ship and defies anyone to arrest him.

A few minutes after the stabbing two policemen arrived at the ship to arrest Prusanscky, but on learning that he was under quarantine for trachoma, they refused to remove him from the ship, stating that it would be a violation of the federal laws to do so Captain Rae then started to put the would-be assassin in irons, but the sailor quoted from the British law, preventing the captain of any British ship from detaining a sailor on board the ship in port. Capt. Rae was forced to admit that the man was right, and did not wish to risk having his license taken away from him for a violation of the laws under which he sails. This morning Capt. Rae visited Walter R. Hearne, British Consul General at this port, and put the case before him.

"I don't see what you can do about it" was all the help that Hearne could offer. "The man is not under the jurisdiction of the California Court until he lands on California soil, and is not permitted to land while he is under quarantine. I think the only thing you can do is to wait until you get to a British port and then have him arrested."

United States District Attorney Devlin and Shipping Commissioner Hescock were then appealed to, but neither one could see any way out of the dilemma, and both are unwilling to allow the man to be taken from quarantine.

Killed By Street Car

Montreal, April 20.—Alphonse Champagne, 30 years old, was run over and killed by a street car in the east Ontario street subway yesterday.

MARINE DEPARTMENT

Two Lawyers Appointed to Assist at Investigation By Justice Cassels

Ottawa, April 20.—G. H. Watson, K. C., Toronto, and J. D. Herron, K. C., Montreal, have been retained as counsel by the marine and fisheries department to assist Justice Cassels in the investigation of alleged wrongdoing on the part of officials of the department. The investigation opens this week.

CANADIAN MONEY

Seattle Clearing House Banks Agree to Reduce Discount Rates By One-Half

Seattle, April 20.—Seattle clearing house banks have agreed to reduce rates on Canadian currency one half. Hereafter the discount rates will be one half of one per cent on sums not over $100, with a minimum of ten cents. On any sum over $100 the charge will be one-eighth of one per cent. The new charges are just sufficient to cover actual cost of shipping the currency back to Canada and getting returns.

Drowned at Chatham

Chatham, Ont., April 20.—Edward Nolan, colored, fell off the C. P. R. bridge here and was drowned.

G. N. Train Burned.

Summit, Mont., April 20.—The Great Northern Oriental Limited from Seattle was wrecked and burned here this morning. It is believed that no one was killed.

Sentenced to Hang.

Sacramento, April 20.—Antonio Cipolla, convicted of the murder of Jos. Piarano, was on Saturday sentenced by Judge Hughes to hang at Folsom. Cipolla declared his innocence. Piarano was horribly slashed by three of his countrymen, and thrown into the river.

Took Dose of Cyanide

Montreal, April 20.—Henry McKinnon, marine engineer, of Perth, West Australia, committed suicide in St. James hotel here by swallowing a dose of cyanide of potassium. Before doing so however, he wrote two letters to the coroner, asking that the news of his suicide be kept out of the newspapers and that he be given a decent burial. Drink and separation from his wife and children are believed to have been the cause. McKinnon appears to have been well connected in Australia.

P. O. CLERKS' SALARIES

Proposition of Increase Made By the Government Not Acceptable to Eastern Staff

Toronto, April 20.—An increase of $100 a year to each of the clerks in the general postoffice and the substation, with another hundred additional to the employees in the registered letter and money order departments on account of the extra responsibility involved, is the propostion laid before the employees of the postoffice department by George Ross, chief superintendent for Canada, as result of the recommendation for an advance made by the civil service commission. The clerks in the city were called to meet yesterday to discuss the proposal, but the meeting was called off at the instance of the clerks in Montreal and Ottawa, who are not satisfied with the proposed increase. They want the government to act upon the civil service commission's recommendation of a general increase of 15 to 20 per cent.

IMPORTANT ARREST

Winnipeg Police Accidentally Get Hold of a Dangerous Criminal

Winnipeg, April 20.—J. P. Bucket, of this city had his bicycle stolen a few days ago. While passing along the street on Saturday he recognized his wheel standing on the curb. He invoked the aid of a policeman, and when the thief returned for the wheel he was arrested. He turned out to be H. C. Foster, a dangerous criminal, wanted by the police. His apartments were searched and stolen goods to a large amount discovered. The prisoner had a loaded revolver on his person when arrested.

Drowned in Athabasca River

Edmonton, April 20.—A sad accident occurred about six miles down the Athabasca river from the Landing yesterday, when Emile Cardinal, his wife and child, broke through the ice and were drowned. The party were travelling with a dog train when the ice broke, precipitating them into the icy cold water.

Murderer Has Disappeared

London, Ont., April 20.—Not a single clue has been found to the whereabouts of Private Moyer, who shot and killed Sergt. Lloyd at Wolseley barracks on Friday night. A watch has been kept everywhere, but he has not been seen. Moyer is an old soldier, and was a private in the Gordon Highlanders. He fought with that regiment through the Boer war. He also saw service on the frontier. He always carried firearms, and it is said would shoot on provocation.

CALL STRONGLY FOR EXCLUSION

Declarations of Citizens' Meeting Held in the Terminal City

GOVERNMENT CONDEMNED

Addresses by Sir Charles H. Tupper and Christopher Foley

Vancouver, April 20.—Two thousand citizens at the meeting tonight heard Sir Charles Hibbert Tupper and Christopher Foley, a member of Laurier's Chinese commission, condemn the Laurier government for what the former described as its gross negligence and blundering on the Asiatic immigration question.

The meeting then adopted a resolution calling for the abrogation of the immigration privileges in the Japanese treaty, for the immediate enactment of measures to exclude Japanese to become effective upon a breach by Japan of the Lemieux arrangement and the publication of the details of that arrangement. The resolution also calls for the enactment of legislation to exclude Hindus, effective immediately it becomes apparent that the Imperial government will not prohibit their emigration from India or other British possessions, the adoption of an act based on the Australian restriction act, and the abolition of the refund of head tax to Chinese immigrants attending school in Canada.

This resolution also set out as a reply to Sir Wilfrid Laurier that the head tax has not the restrictive effect that he had declared, and further, that the objection to the Japanese treaty was that it leaves to Japan and not to Canada the enforcement of restrictive measures, and that no provision has been made to make any change in the present immigration policy of the Japanese government.

Mr. Foley said it was time the electors of British Columbia turned out that set of "infernal grafters in power at Ottawa."

Sir Hibbert Tupper thought Sir Wilfrid Laurier's plans were born of the desire of the government to be jackals for the G. T. P., and that the government had got itself into a position from which it was impossible to extricate itself with credit.

Settler's Suicide

Red Deer, Alb., April 20.—An Englishman named Henry Jones, farming at Trentville, near here, committed suicide by shooting himself with a shotgun. Deceased was unmarried.

Change in Ordnance Corps

Ottawa, April 20.—Lieut. Col. H. K. Scott, D. O. C., of the Canadian Ordnance corps, is gazetted to succeed Lieut.-Col. J. G. Donaldson as director of clothing and equipment and principal ordnance officer. Lieut.-Col. Donaldson has retired from this department.

New York State Storm.

Intersaken, N. Y., April 20.—Three inches of snow fell here early today in a heavy storm which was accompanied by a drop in temperature to 30 degrees. The snowstorm followed a heavy rain which continued throughout Easter Sunday.

Rascal Roughly Handled

Hamilton, Ont., April 20.—After being beaten almost unconscious, a well dressed man passing under the name of John Jones, said to reside in the city, was thrown over the side of the mountain on Saturday by a crowd of angry residents. The man is said to have attempted assault on a 7 year old girl. After being thrown down the hillside the man made his escape. The police are looking for him.

Fleet at Los Angeles

Los Angeles, April 20.—A long day of merrymaking by the sailormen of the American battleship fleet, boxing matches, baseball games and wild west shows being included in the entertainment provided by the city, was brought to a close tonight with two big banquets—one to the petty officers in the largest cafe in the city and the other to the admirals and commanding officers of the fleet and members of their staffs.

In Danger of Lynching.

Bristol, Tenn., April 20.—Posses are hunting a negro highwayman who held up and shot Gearge H. Smith, a suburbanite, here on Saturday night. If captured he will be hanged. Smith was not even resisting. The bullets struck him in the breast and abdomen. Wrestling the revolver from his assailant, he fired at the latter as he fled but missed. Smith is in a critical condition.

NO DEMONSTRATION

Turkey Concedes Postal Privileges Asked By Italy, and Squadron Stays at Home

London, April 20.—A dispatch received here from Rome says orders have been issued countermanding the sending of an Italian squadron to Turkish waters for the purpose of coercing the Sultan into granting Italy certain postal privileges in Turkish territory. The Turkish ambassador to Rome, Moustapha Rechid, gave Foreign Minister Tittoni the satisfactory assurance that Italy would be accorded the same treatment with regard to postoffices as that enjoyed by the other powers. The foreign minister expressed his satisfaction at this equivalent settlement, and thereupon countermanded the orders of the naval demonstrations.

Decreased Railway Earnings

Montreal, April 20.—The earnings of the C. P. R. for the week ending April 14 totalled $1,305,000, as compared with $1,479,000 for the same week last year, a decrease of $174,000. The Grand Trunk for the same period shows a decrease of $194,716, the figures being: 1908, $694,285, and 1907, $889,001.

After Night Riders.

Owensboro, Ky., April 18.—Company C of the Kentucky National Guard received orders from Adjutant-General Johnson last night to leave today for Paducah. It is supposed that they will see duty in Trigg and Galloway counties, where alleged night riders are being rounded up.

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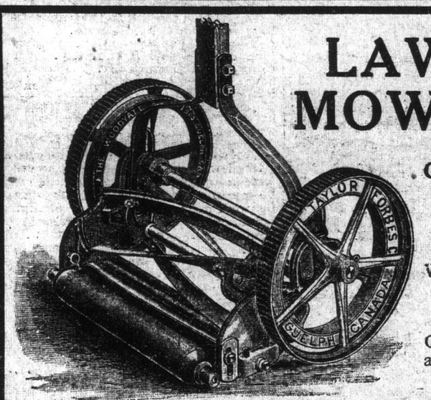
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