CHILDREN ARE SLAIN

Crowded Trolley Car Demolished at Crossing.

STRUCK BY EXPRESS TRAIN

Children on Way to School Are Scattered, Mangled, in the Snow—Eight Dead; Three Fatally, 22 Seriously Injured.

A trolley-car loaded with school children was struck by an express train at a crossing at Newark, N. J., yesterday.

The car was smashed to pieces, eight persons were killed, three fatally and 22 seriously injured.

The rails were coated with ice, so that the brakes would not hold, the car smashed through the crossing gates and was squarely across the track when the engine struck it.

NEWARK, N. J., Feb. 19.—A fast express on the Lackawanna Railroad cut through a trolley car crowded with school children at the Clifton-Avenue crossing today. Eight of the children were killed and a score or more of others injured. The motorman, who stuck to his post, will die, and the engineer of the express was so badly hurt that there is little hope of his recovery.

Both the express and the trolley were on steep grades, going at right angles. The express was signalled and the gates were lowered while the trolley car was yet half way down the hill. The motorman shut off the power and applied the brakes, but almost immediately the car began to slip along the icy rails. It gained tremendous momentum, and at the bottom of the hill crashed through the gates, directly in the track of the oncoming train. The locomotive plowed its way through the trolley, throwing the children in every direction.

The Dead.

The dead, all of this city except one, are:

VIOLA ILL, 17 years of age.
MAUDE BAKER, 15 years.
ERNEST P. MUELLER, 15 years.
MABEL KARSCHNER, 17 years, Tiffin, O.
ALMA LOEHNBERG, 16 years.
ROSEBUD KAHN.
ELLA WERPUPP, 10 years.
EVAN L. EASTWOOD, JR., 16 years.

The Injured.

The injured:

Peter Brady, motorman of the trolley car; skull crushed; will die.
Oscar Backliff, engineer of train, head crushed; probably fatally injured.
Jennie McClelland, 16; skull fractured, other injuries; probably fatally.
Florence Doll, ankle broken and badly hurt about head and shoulders.
Mabel Smith, head injured.
Frederick Alsop, injured about head and body.
George Smith, colored, leg fractured.
Carl Raquet, cut about face and bruised about body.
Maud Van Valen, 17 years, bruised about head and arms.
Walter Baurmann, 17 years old, ribs broken.
Susan de Camp, arm fractured.
Edith Fox.
Pauline Rich.
Marian Lyttle.
Margaret Commerford.
Frances Nevius.
Helen McCord.
Allen Coursen.
Mina Bull.
Lillian Geraghty.
Marion Price.
Frederick Londsley.
Emily Knight.
Arthur Luland.
Jacob Wallack.

Car Crowded With Children.

The accident happened within three blocks of the High School building and in the car at the time were nearly 100 pupils. As many as 30 others had managed to throw themselves from the car before the crash came. The trolley was one of the specials which every day bring the children to school. It had more than its ordinary load today, owing to cold weather. It contained every child that could squeeze inside, and others stood on the rear platform. The car had been so crowded that many who were waiting for it before the hill was reached could not get on, although some climbed on the front platform with the motorman.

A score or more children were compelled to walk, and they followed the car afoot. They say that when the car was still less than half way down the hill the railroad gates began to drop. Peter Brady, the motorman, promptly shut off the power and applied the brakes. The speed of the car was checked, but it continued to move slowly down the incline. There was no thought of danger. Then it began to move faster and faster. The ice-covered rails afforded no hold for the wheels, and, although Brady jammed his brake harder, and then swung on the reverse, the momentum of the car grew at every yard, and the car shot down toward the railroad.

Car Smashed to Splinters.

When it was right at the gates, the express thundered into view. Warned by the cries of those afoot and by their own sense of danger, those on the platforms began to throw themselves off into the snow, and, as the car sped along the few remaining feet towards the rails, perhaps one-third escaped death or injury in this way, but there was no time for those within the car to do more than rush toward the rear door. The gates were swept aside like toothpicks, and before the cracking of the gates died out came the crash. For 30 seconds before the air was filled with frantic cries of those who saw death dash down upon them.

The wreck of the trolley car was complete. The pilot of the engine struck it almost in the middle, turned it partly around, and the engine cut it in two. The upper part of the streetcar was reduced to fragments under the drivers of the locomotive. One-half of the car was thrown to one side and lay on the tracks. The other section was hurled some distance away. In every direction lay the injured and dead. The engine was brought to a standstill, and from the nearby houses men rushed to the rescue.

Street Strewn With Dead.

The spectacle was appalling, and many who started to work had to give it up unnerved. Over from the High School, where the crash had been heard and from the windows where some witnessed the accident, came pupils and teachers to aid in succoring their companions. A lad who had been hurled to safety into the snowbank arose, brushed the snow out of his eyes and rushed up the street to a firebox and turned in an alarm.

Within five minutes as many dead bodies had been laid side by side in the snow alongside the track. One of the bodies, that of a girl, was found a block away. It had been carried there on the pilot of the engine. Load after load of the injured were sent away on patrol wagons and ambulances. Within a short time there was not an injured person near the scene of the wreck, and the dead were on their way to the morgue.

Conductor Explains.

The conductor of the trolley, George Gould, said:

"It is the custom for trolley conductors to leave their cars as this crossing is approached, and as the car stops to run ahead and see if the track is clear. I should have done this this morning had I not seen that the gates were lowered. Naturally, I concluded that the car would stop, and the first thing I knew was when we went crashing through the gates."

Policeman Stuckey, who was a witness of the accident, said the trolley car had projected about four feet over the track when it was struck. There were about 12 children on the front platform. It is not known whether they hampered the motorman's movements.

Passengers on the train heard the screams of the children before the train struck the car. As an illustration of the force of the collision, the front part of the trolley car was picked up three blocks farther down the road between the two tracks. The engineer was dazed at the sight, and it was almost necessary to pull him off the engine.

RAILROAD LAWYER EXPLAINS.

Motorman Had Lost Control of Car—Tracks Are Being Elevated.

NEW YORK, Feb. 19.—Walter W. Ross, general counsel for the Delaware, Lackawanna & Western Railroad Company, made a statement in regard to the Newark accident. He said:

"At the point we have a gate and watchman. The latter received a signal by bell from Roseville about a minute or a minute and a half before the train came and lowered his gate. The trolley car came down the steep grade, the motorman having lost control, and smashed into the gate.

"The Lackawanna has been making extensive improvements in the way of track elevation near this point. Unfortunately, the work had not reached this crossing yet, and, on account of this work, our engines are subject to flags at every crossing. None of our trains run fast in this neighborhood.

"From all the information we get, there was absolutely no blame to be attached to the engineer, and the accident was the result of no fault of the Lackawanna."

HOLDS UP TREATY.

(Continued from First Page.)

animated debate in which seven or eight Senators participated. Rawlins, Bacon and Daniel were among the Democratic Senators who spoke, Senators Hoar and Depew being among the Republicans. In the main the Democratic Senators contended that the treaty does not coincide with or carry out the terms of the act, and that therefore an act of appropriation would be necessary before the treaty could be made effective. The Republicans pointed out that the lease provision in the treaty looked to the continual renewal of the lease, which, in effect, they said, would give the perpetual control provided for in the canal act.

At 5:30 o'clock Quay asked Morgan if he was willing to desist. Morgan yielded and Quay moved to adjourn. The vote resulted 15 ayes to 26 noes. Senator Teller then moved to take a recess. This motion also was voted down. The result brought out a declaration from Teller that nothing would be gained by harsh measures. Cullom accepted this view, and himself moved a recess until 8 o'clock. There was no opposition, and the Senators dispersed a few minutes before 6 o'clock.

When they reconvened at 8 o'clock there were comparatively few Senators present, and the presiding officer scarcely had called those present to order when a point of no quorum was made. After 35 minutes a quorum was secured, and Senator Morgan proceeded until 11 o'clock, when, on motion of Senator Cullom, the Senate took a recess until 11 o'clock tomorrow.

Senator Morgan devoted his evening discourse largely to the relation of the Colombian government to the Catholic church. He quoted at length the concordat between the pope and the President of the republic, and asserted that the isthmian government is practically dictated by the Catholic church, especially by the Jesuit order. This, he said, would be true as to the canal zone, as well as in other parts of the country, and he contended that if the treaty should be ratified, the United States would find that it had entered into an undesirable un-American alliance. He was not willing to suspend at 11 o'clock, and said he was quite prepared to continue.

Just before the close of the session, Senator Cullom sought unanimous consent to fix a time for a vote next Saturday, but Senator Morgan objected. Senator Quay also said that he would object unless an agreement to vote on the omnibus statehood bill also could be obtained.

SENATE PASSES MINOR BILLS.

Bailey and Hanna Fight About Sabine Pass Port of Entry.

WASHINGTON, Feb. 19.—The Senate met at 11 o'clock today, but spent only an hour and 20 minutes in open session. This time was devoted to routine business and passing bills of no great general importance. Senator Bailey secured consideration of the Sabine Pass port bill, which has been the subject of much controversy, but a vote on the measure was not reached.

A bill was passed authorizing the Secretary of the Interior to issue a patent to the City of Buffalo, Wyo., for certain tracts of land.

The Quay resolution, declaring it to be the sense of the Senate that a vote on the statehood bill be taken prior to March 2, went over until tomorrow.

A House bill was passed providing for the payment of claims of citizens of Virginia for damages to their property incident to the encampment at Manassas and the march from Camp Alger to Thoroughfare, Va., during the war with Spain.

A House bill also was passed amending the pension laws applying to remarried widows.

The bill making Sabine Pass a port of entry in Texas, which has caused considerable discussion in the Senate heretofore, was considered for a time. On motion of Bailey the bill was amended so as to apply to Texas only. Hanna moved to refer the bill back to the committee on commerce, but the motion was defeated, 31 to 32. The bill went over without action.

Then the Senate at 12:20 went into executive session to consider the Colombian Canal treaty. At 5:45 P. M. the Senate decided to take a recess until 8 o'clock tonight.

County Named After Quay.

SANTA FE, N. M., Feb. 9.—The New Mexico Legislature this evening passed a bill creating Quay County in honor of Senator Quay's fight for statehood. Tucumcari, at the junction of the Rock Island, Choctaw and Dawson Railroads, will be the county seat. It was proposed at first to name the county after Roger Q. Mills, and then after Leonard Wood, but Quay won out.

Herrera Is a Terror.

BUTTE, Mont., Feb. 19.—A Great Falls special to the Miner says that Jack Madden, ex-bantam-weight champion of the world, was defeated by Aurelia Herrera tonight in the 14th round of what was to have been a 20-round contest, his seconds throwing up the sponge after the New York lad had been given a terrible beating and was tottering on his feet.

The Mexican went after his man with a vengeance, and sent Madden to the floor repeatedly. Up to the eighth round Madden appeared to be having the best of it, but his wind seemed to give out, and Herrera made a punching bag of him.

Heard Nothing of Silver Conference.

LONDON, Feb. 19.—Under-Foreign Secretary Cranbourne, replying in the House of Commons today to Sir Edward Sassoon, Liberal Unionist, said that, so far as Great Britain was concerned, there had been no exchange of correspondence on the subject of the Mexican and Chinese proposals to the United States for the establishment of a fixed relationship between the moneys of silver-standard and gold-standard countries, adding that the British government had not yet been invited to participate in a conference on the subject.

NAVAL BILL IS PASSED

HOUSE PROVIDES FOR MORE SHIPS AND OFFICERS.

New Ships to Be Built at Government Yards if Builders Combine—Submarine Boats May Be Bought.

The House yesterday passed the Naval appropriation bill, with many amendments.

Provision is made for an increase in the number of midshipmen and of officers.

Provision is made for three new battleships, one armored cruiser, two steel trainingships and one wooden brig for training, construction to be by contract, unless a combination of bidders is found to exist, in which case the Secretary of the Navy may have the ships built at Government yards. Domestic materials and machinery are to be used.

The Secretary is authorized to expend $500,000 in submarine torpedo-boats which stand the test of competition.

Midshipmen guilty of hazing may be expelled from the Naval Academy.

WASHINGTON, Feb. 19.—Without preliminary business, the House today began consideration of the naval appropriation bill. When the House adjourned yesterday the paragraph relating to the personnel of the Navy had been reached. To this an amendment was offered which was defeated. It provided that the graduates of state nautical schools standing highest in their classes should be appointed midshipmen.

An amendment was offered by Perkins (N. Y.) to make volunteer officers who served in the Marine Corps during the war with Spain eligible to appointment as Captains on the Marine Corps staff. He said there were but two officers who would be eligible under this amendment. It was lost.

An amendment was adopted giving members of Congress whose districts are not now represented at the Naval Academy the privilege of full representation.

Kitchen (N. C.) offered an amendment to limit the increase of midshipmen to be appointed to two for each Senator and Representative between now and 1911. It was lost.

Fitzgerald (N. Y.) moved to increase the number of chaplains from 24 to 34. His motion was lost.

Dick (O.) offered an amendment, which was adopted, to provide for the summary expulsion of a naval cadet found guilty of hazing.

When the paragraph providing for the increase of the Navy was reached, Mudd (Md.), a member of the naval committee, made a point of order against those portions of the paragraph providing that the machinery and materials used in the construction of the ships authorized in it should be of domestic manufacture and authorizing the Secretary of the Navy, in case of a combination of bidders, to have the ships constructed in the Government yards. Gillett (Mass.), who was in the chair, sustained the point of order, whereupon Kitchen (N. C.) appealed from the decision. The chair was sustained, 109 to 88.

Fitzgerald (N. Y.) raised a point of order against the provision requiring the construction of the ships authorized by the bill "by contract" and the words were stricken out.

An amendment was then adopted reinserting the provision requiring the use of domestic machinery and materials in the construction of the ships.

Tayler (O.), on behalf of the naval committee, offered an amendment authorizing the Secretary of the Navy in his discretion to expend $500,000 for submarine torpedo-boats tested and found to be acceptable to the Navy. Tayler said the amendment had the approval of every member of the committee. It was not in the interest of any particular submarine boat.

"Why did not the committee report the provisions in the bill, if it was acceptable to all the members?" asked Thayer (Mass.).

"Because it was only agreed upon today," answered Tayler.

"Rather late," observed Thayer.

The amendment was agreed to, 84 to 47. The proviso attached to the authorization is as follows:

"That prior to said purchase or contract for said boats, any American inventor or owner of submarine torpedo-boats may give reasonable notice and have his, her or its submarine torpedo-boat tested before August 1, 1903, by comparison or competition or both, with a Government submarine torpedo-boat or any private competitor, and thereupon the board appointed for conducting such tests shall report the result of said competition to the Secretary of the Navy, who may purchase or contract for such boats in a manner that will best advance the interests of the United States for submarine warfare; and, provided further, that before any submarine torpedo-boat shall be purchased or contracted for, it shall be accepted by the Navy Department as fulfilling all reasonable requirements and shall have been fully tested to the satisfaction of the department."

Cushman (Wash.) offered an amendment authorizing one of the battleships or cruisers authorized by the bill to be built at a yard on the Pacific Coast, unless the bid therefor was 4 per cent in excess of the bids for ships of the same class to be built elsewhere. The amendment led to much debate. Cushman declared that the only independent shipbuilding concern in the United States outside of the trust capable of building a battleship was at Seattle. The amendment was ruled out on a point of order.

By unanimous consent the provision which had gone out on a point of order authorizing the Secretary of the Navy to construct the ships in Government yards in the event of a combination of bidders was restored. It was adopted practically without debate. The words authorizing the construction of new ships "by contract" were stricken out.

As passed, the bill provides for three new battleships and an armored cruiser, two steel training ships and one wooden brig for training purposes, in addition to the submarine boats discretionally authorized. The increase in the personnel of the Navy went through as reported by the committee, an effort to limit the increase to two midshipmen for each Senator and Representative for the period between now and 1911 having been voted down.

Gaines (Dem. Tex.) raised a point of order against the appropriation of $10,000,000 for "domestic" armor, but it was overruled. "This is," said Gaines, commenting on the ruling of the chair and addressing the Republican side, "the foulest trust you ever pressed to your bosom."

There were no further amendments, and the committee rose and the naval appropriation bill was passed. At 5:50 P. M. the House adjourned.

TO SUCCEED JUDGE DAY.

Solicitor-General Richards Promoted and Other Promotions Follow.

WASHINGTON, Feb. 19.—The President announced the appointment of Judge William R. Day to be Justice of the United States Supreme Court, in place of Justice Shiras, resigned.

The announcement also was made of the appointment of Solicitor-General John K. Richards to the vacancy on the circuit bench of the Fifth Circuit, consequent on the appointment of Judge Day to the Supreme Court. The appointment was at the request of Attorney-General Knox and upon the indorsement of the Justices of the Supreme Court.

The announcement was made of the appointment of Assistant Attorney-General Henry M. Hoyt to the Solicitor-Generalship, in Mr. Richards' place. This step is in accordance with the idea of promotion in the civil service. The President also announced the appointment of Representative Page Morris, of Minnesota, to the new District Judgeship in that state.

The names of Judge Day, Mr. Richards, Mr. Hoyt and Mr. Morris were sent to the Senate today, together with the following other nominations:

Medical Department—Assistant surgeons with rank of First Lieutenant, Charles F. Craig, Connecticut, and William P. Banta, Kentucky.

Army—Promotions, Ordnance Department, Lieutenant-Colonels to be Colonels, Frank M. Phipps and James W. Reilly; Majors to be Lieutenant-Colonels, John Pitman and Charles Shaler; Captains to be Majors, Orin D. Mitcham and Henry D. Borup. Also other minor promotions in Public Health and Marine Hospital service.

The Sixth Circuit, of which Mr. Richards is appointed Judge, consists of the States of Ohio, Michigan, Kentucky and Tennessee, and now is presided over by William R. Day, of Canton, O.; Horace H. Lurton, of Nashville, Tenn., and Henry F. Severns, of Kalamazoo, Mich. Since the announcement that Judge Day would be elevated to the Supreme Bench a spirited contest has been in progress for the appointment to his place on the circuit bench. Those whose names have been presented to the President are: Solicitor-General John K. Richards, Judge A. C. Thompson, of the Southern District of Ohio, and A. A. J. Cockran, George Durrelle and A. E. Willson, Kentucky. Judge Richards was Attorney-General of Ohio during a part of two administrations of the late President McKinley as Governor, and was appointed Solicitor-General of the Department of Justice by President McKinley.

TO SETTLE WITH CANADA.

Joint High Commission May Meet and Adjust All Differences.

WASHINGTON, Feb. 19.—It is learned that Senator Fairbanks addressed Sir Wilfrid Laurier respecting a reconvention of the Joint High Commission, as reported in the Canadian dispatches, in pursuance of the programme outlined when the Alaskan boundary treaty was ratified. Sir Wilfrid and Senator Fairbanks are the chairmen of the joint commission, and, when that body adjourned in 1900, it was with the understanding that it could be reconvened only by the mutual agreement of the two chairmen. Senator Fairbanks was trying to effect this reconvention when he addressed Sir Wilfrid, but so far the answer of the latter has not been received.

The Alaskan boundary was the rock upon which the commission split at its last meeting, for it was clearly evident that upon all other issues there was a reasonable prospect of agreement. However, the rule in such cases is to require the commission to adjust all or none of the questions submitted, so all the other issues went down with the failure of the Alaskan boundary proposition. Now it is the purpose, the boundary matter having been eliminated, to take up again and adjust the same propositions that were under consideration when the commission adjourned. Most important of these matters are the propositions to amend the treaty of Washington so as to permit the building of warships on the Great Lakes; to define the rights of American and Canadian fishermen on the Great Lakes; to regulate the use of the bond privilege for grain in transit from one port of either country to another, crossing part of the territory of the other country.

Great Army of Office-Seekers.

WASHINGTON, Feb. 19.—Secretary to the President William Loeb, Jr., today assumed the duties of his new office, Secretary Cortelyou, of the new Department of Commerce and Labor, beginning the transaction of an immense amount of business in another part of the executive office. He is being inundated personally and by mail with applications for positions in the new department.

Invited to Irrigation Congress.

WASHINGTON, Feb. 19.—Senators Kearns, of Utah, and Dietrich, of Nebraska; William Glassman, Mayor of Ogden, Utah, and Edward Rosewater, editor of the Omaha Bee, today invited President Roosevelt to attend the 11th irrigation congress to be held in Ogden on September 8, 9, 10 and 11. The President said he probably would not be able to attend the congress.

Porto Rican Cadet for West Point.

WASHINGTON, Feb. 19.—The Senate committee on military affairs made a favorable report on the Military Academy bill. The committee recommends increases over the amount carried by the House bill aggregating $100, bringing the total up to $854,458. Provision is made for a cadet at West Point from Porto Rico.

To Punish Offenses at Sea.

WASHINGTON, Feb. 19.—The Senate committee on commerce today authorized a favorable report on the bill providing for the punishment of offenses committed at sea. The measure applies especially to passengers. The existing law has application only to offenses committed by sailors.

Army Appointments Confirmed.

WASHINGTON, Feb. 19.—The Senate committee on military affairs today reported favorably the nominations of Brigadier-Generals Ludington, Breckenridge and Wade to be Major-Generals, and Colonel Wallace F. Randolph to be Brigadier-General and Chief of Artillery.

General Foote Retired.

WASHINGTON, Feb. 19.—Brigadier-General Morris C. Foote, recently confirmed, was retired today. He was formerly Colonel of the Twenty-eighth Infantry and has been serving with his regiment in the Philippines.

TWO WIDOWS CLAIM HIM

Body of Thomas C. Davenport, of Camden, Is in Dispute.

CAMDEN, N. J., Feb. 19.—Two women, each declaring herself to be the legal wife of Thomas C. Davenport, a Philadelphia produce dealer, who died in a hospital here Monday night, have called at the morgue to claim the body. With them came attorneys to look after the interests of each. All the litigants were referred to Prosecutor Lloyd, who advised them what course to pursue. One of the women, who gave her name as Mary Ann Davenport, claims to have been married to Davenport in 1885. She was divorced from him 12 years ago, the divorce being a conditional one. Davenport, however, after visiting several of the Western States, was remarried and took up his residence in Collingswood, N. J. It was finally decided to keep the body subject to the orders of Mrs. Alice Davenport, or the wife with whom the man had been living up to the time of his death. It is said Mary Ann Davenport's claim was made in the hope that she and her children might share in the estate, which amounts to about $50,000.

Telegraphic Brevities.

Canadian life insurance companies are investigating cases of fraud in Montreal.

James Boyle, United States Consul at Liverpool, will sail for New York Saturday next.

Bishop Quigley, of Buffalo, yesterday forwarded to Rome his formal acceptance of the appointment as archbishop of Chicago.

The New York Chamber of Commerce yesterday adopted a resolution for a state building and exhibit at the St. Louis Exposition.

Miss Lulu Cole, of New York City, received on Valentine's day a phial of poison by mail, and since then has received letters threatening her life.

Nine persons were bitten and hundreds terrorized by a dog, supposed to be suffering from rabies, that ran about lower Broadway, New York, yesterday.

A banquet and two meetings have been held in Chicago by the National Cycle Trade Association. The following officers were elected: President, Charles W. Long, New York; vice-president, George T. Roble, Chicago; secretary-treasurer, William Spaulding, Syracuse, N. Y.; assistant secretary, A. M. Scheffrey, New York.

The stockholders of the National Lead Company yesterday elected Walter A. Tufts a director in place of Joseph L. McBirney, deceased.

A small jug of Fulham ware, strapped with silver bands, was sold at auction for $7600 in London yesterday. It was found in a cupboard of an arch at West Mallin, Kent.

A bill to enable Philadelphia to accept Andrew Carnegie's gift of $1,500,000 for the erection of 30 branches of the free library was introduced in the Legislature at Harrisburg yesterday.

Projectors of a new steel combine with a capitalization of $3,000,000, to be located in South Baltimore, state that four other independent concerns will unite with the proposed combine.

Secretary Wilson said yesterday that the British Government had received advices from one of its Consuls in Mexico to the effect that foot-and-mouth disease had broken out at San Luis Potosi.

George Stone, on trial in Chicago for the murder of Robert Nelson, fell on his knees in court yesterday, and with tears streaming down his cheeks, penitently cried: "I am relying for justice on the One above."

The trial of Dr. Ellis Duncan, of Louisville, who is charged with the felonious shooting of Bruce Head, formerly of Louisville, began in Pittsburg yesterday. Among the witnesses present are a number of prominent Kentuckians.

A matinee performance of "Mary of Magdala," given at the Manhattan Theater, New York City, realized about $2000, which was given to the Regina Angelorum, a home for working girls, under the care of the Sisters of Mercy.

M. N. Stinson and his 16-year-old son were asphyxiated at their home at Shawnee, O. T., by the fumes of a stove yesterday. Mrs. Stinson discovered her husband and son dead, and was barely able to reach the fresh air and save herself.

The probating of the will of William Schermerhorn, in Newport, Thursday, has removed the obstacle which delayed the deal by which the Rockefeller Medical Institute is to acquire a portion of the old Schermerhorn farm in New York City.

The brother and sisters of George R. Blanchard, who died October 8, 1900, have begun suit in New York City against the executors of the deceased's estate, declaring that their brother was hypnotized by his wife in cutting them out of his will.

The jury in the case of John Cummings, the farmer accused at Wellington, Kan., of killing Anna Dishman, his 15-year-old servant girl, and cremating her body in a haystack, disagreed yesterday and was discharged. Eight were for acquittal.

GIRL BADLY DECEIVED.

She Married Barton, the Forger, Believing Him to be a Nobleman.

ST. LOUIS, Feb. 19.—The man serving a six months' term at the City Workhouse, who lived here for some time as "Lieutenant-Colonel F. Seymour Bassington, a member of the British nobility," and married a lady of Kansas City, who believed his story of wealth and title, was today identified as George Barton, a noted English criminal. A photograph of Barton received from Scotland Yard completed the identification, and finally the prisoner admitted it, too. Barton said:

"The crime that I committed in England is atoned for. I have served my time and am not out on a forged pardon, as has been stated, and the records there will show it."

Barton was arrested several weeks ago, after an encounter with the brother of Wilhelmina Cochrane, of Kansas City, whom he had duped into marrying him.

Engineer of Monitor Stifled.

NEW YORK, Feb. 19.—Claude de Lorraine, who was chief engineer on the Monitor when that vessel sank the Merrimac during the Civil War, and his son Edward, aged 24, were found dead from asphyxiation today at their home in Brooklyn. Gas escaped through a defective tube connecting a gas stove.

DO YOU GET UP WITH A LAME BACK?

HAVE YOU RHEUMATISM, LIVER OR BLADDER TROUBLE?

To Prove What SWAMP-ROOT, the Great Kidney, Liver and Bladder Remedy, Will Do for YOU, All Our Readers May Have a Sample Bottle Sent Free by Mail.

Pain or dull ache in the back is unmistakable evidence of kidney trouble. It is Nature's timely warning to show you that the track of health is not clear.

If these danger signals are unheeded, more serious results are sure to follow; Bright's disease, which is the worst form of kidney trouble, may steal upon you.

The mild and the extraordinary effect of the world-famous kidney and bladder remedy, Dr. Kilmer's Swamp-Root, is soon realized. It stands the highest for its wonderful cures of the most distressing cases. A trial will convince anyone—and you may have a sample bottle free, by mail.

Backache, Uric Acid and Urinary Trouble.

Dr. Kilmer & Co., Binghamton, N. Y.:
Gentlemen—When I wrote you last March for a sample bottle of Swamp-Root my wife was a great sufferer from backache, rheumatism and urinary trouble, also excess of uric acid and liver trouble. After trying the sample bottle she bought a large bottle here at the drug store. That did her so much good she bought more. The effect of Swamp-Root was wonderful and almost immediate. She has felt no return of the old trouble since.
F. THOMAS,
427 Best street, Buffalo, N. Y.

Lame back is only one symptom of kidney trouble—one of many. Other symptoms showing that you need Swamp-Root are being obliged to pass water often during the day and to get up many times at night, inability to hold your urine, smarting or irritation in passing, brickdust or sediment in the urine, catarrh of the bladder, uric acid, constant headache, dizziness, sleeplessness, nervousness, irregular heart-beating, rheumatism, bloating, irritability, wornout feeling, lack of ambition, loss of flesh, sallow complexion.

If your water when allowed to remain undisturbed in a glass or bottle for twenty-four hours, forms a sediment or settling, or has a cloudy appearance, it is evidence that your kidneys and bladder need immediate attention.

In taking Swamp-Root you afford natural help to Nature, for Swamp-Root is the most perfect healer and gentle aid to the kidneys that is known to medical science.

Swamp-Root is the great discovery of Dr. Kilmer, the eminent kidney and bladder specialist. Hospitals use it with wonderful success in both slight and severe cases. Doctors recommend it to their patients and use it in their own families, because they recognize in Swamp-Root the greatest and most successful remedy.

If you have the slightest symptoms of kidney or bladder trouble, or if there is a trace of it in your family history, send at once to Dr. Kilmer & Co., Binghamton, N. Y., who will gladly send you free by mail, immediately, without cost to you, a sample bottle of Swamp-Root and a book of wonderful Swamp-Root testimonials. Be sure to say that you read this generous offer in The Portland Daily Oregonian.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one-dollar size bottles at drug stores everywhere. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

Your Liver

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