

bedies of railroad grant lands in the uset. The effect of the repeal, he said, used be to 'ake out of the market every acre of public land. But the public lands still would be sold, Mr. ar. which and he submed a system of substitution by means of forest re-Mr. Patterson interrupted that the investigations recommended by Messrs. Conrad and Bonaparte had not been undertaken. contended howeve that they had been made by the department in fuil. The conference report on the agri-cultural appropriation bill was agreed

buildings are situated

South Helen str

year before.

ranks

the refusal of the contractors to pay the finishers 60 and the helpers 45 cents an hour. They were then getting 50 The correspondent of the Daily Mail with the mission was severely woundand 35 cents, having secured a 25 per cent advance or a little more than a

The Tibetans lost heavily, owing to the inferiority of their weapons, which were matchlock rif.es, but they dislayed the greatest courage, the a coming on even after they had been seriously wounded. After the active Williams (Miss.) introduced two San Francisco, April 1.-The four asted schooner Eldorado, Capt. Smith. tion there were heaps of dead, a long train of dead and wounded extending 's reported by private dispatch to the managing agents in this city ashore in to the rear. After a short halt the advance continued. Nearing the Ti-betan camp at Guru a second action managing agents in this city ashore in the Yang Tse river. The Eldorado is a vessel of 794 tons register, built in 1901 at Aberdeen, and left Puget Sound the largest part. Finally the Tibetans retreated over Finally the the exception of about the hills, with the exception of about 60, who obstinately held the village, which was finaly taken by a mounted bayonet charge. While the forces were face to face on the opposite sides of the walls which the Tibetans had built across the highway to oppose the advance, the Indian troops quietly deployed their flanks and effectively enclosed 1,500 Tibetans in a circle, like herding sheep. The members of the mission, the press correspondents and the general staff rode up to inspect the capture, and were laughing and talking. They were unaware of the impending tragedy, be-ing evidently heedless of the sullen deing evidently heedless of the sullen de-meanor of the Tibetans. The latter presently began to hustle some Sikhs, who replied w: h the butt ends of their rifles. Then the Tibetans fired a pistol, wounding a Sikh, and bis was the signal for all the Tibetans draw their swords and rush at their captors, who opened fire on the surging mob. The officers emptied their revol-vers. The Tibetans found themselves unable to climb the wall which they themselves had built. Finally about half of them were able to break away to the rear, where they came under the fire of the artillery. Of the entire Tibe-tan force only about half escaped betan ing either killed or wounded.

WILLIAMS WANTS TO KNOW

Seeks Information as to Prosecutions Under Merger Decision. Washington, March 31 .-- Representa-

According to the story from Keswick the robbery occurred shortly before 11 sounthbound, reached Copley, Keswick, three men jumped on board and cut the train in two taking the engine and express car down the track a short distance, They stopped the engine and demanded that messenger O'Neill open the ex-press car. He refused, whereupon they blew up the express car with dynamite and deliberately killed O'Neill by shoot-ing him through the head. The bandits then robbed the express car of its con tents, but it is not known how much they got. After robbing the express car the men cut the car loose, and getting on the en-gine, compelled Engineer Joe Sink to go ahead. When near Keswick the men dropped off the engine and disappared in the night with their plunder. W. J. O'Neill, the messenger, was kill. ed by bullets. Presumably the three masked men attempted to rob the exfight. The first that Engineer Joe Sink knew of the holdup was after O'Neill was killed. He and his fireman, J. F. Stury, were compelled to dismount from the engine. They, with E. A. Bissell, engineer of the second engine; A. Raymond, a fire-man; Jack Depanger, conductor of the man; Jack Depanger, conductor of the train, and a brakeman, were compelled to march back to the express car, where they saw O'Nell dead. The robbers tried to force O'Neil's helper, who was in the baggage car when O'Neill was killed, to open the safe, but the helper showed that he could not do so. ould not do so. Then the robbers compelled the party of seven to place six sticks of giant owder on top of the safe. Then they had a heavy box set on the dynamite, I

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serve scrip secured through the disposition of railroad lands in forest re-serves for other lands, saying that if Mr. Gibson's bill should become a law the value of all this land would be deabled. He added: "Never in the history of land legisla-

bedies of railroad grant lands in the

the has there been such determined, such a barefaced lobby as is behind this legislation, and which has been pressing it for the past three years. It is no secret that one of the largest kolders of these lands recently has beasted at a public banquet that he had contributed \$25,000 for the purpose of this bill.

Mr. Gibson and Mr. Patterson both demanded the name of the man in question, but Mr. Clark declined to she it to the senate, saying he would by enter into personalities of that claracter in the senate, but he would give the name to any senator who might V and R.

"I think," said Mr. Patterson, "that the name should be given here; that man should be known and be branded throughout the country." Proceeding, Mr. Patterson demanded

that Mr. Clark should say who consti-tutes the lobby here in the interest of the repeal bill.

Mr. Clark again declined, but said the senator from Colorado knew who constituted the lobby Mr. Patterson replied promptly:

"When the senator from Wyoming ars that I know who constitutes the bby of which he complains, he speaks hally and without justification. There s not one word of truth in that state-

to, and after a brief executive session the senate, at 5:15 adjourned. **Big Fire in Montreal**.

board of trade and many other large

Montreal, April 1.-Fire caused a neavy loss early today in the central business district of the city, where the

The fire started in the building occu-pied by Wauber and Jewel company, New York, April 1 .- Eggs by the million, shipped from west and south and destined for this city, have been de-, and quickly spread layed by storms, and the packers fear a famine on Easter and are making to adjoining bunc ngs several of which were in flames at 3:30 o'clock. The strenuous efforts to meet the demand. At the mercantile exchange the egg board of trade building is not threatened, but the damage already done will market is in a chaotic condition at prices fluctuating wildly. Compared with last year the receipts for the week show a falling off of 37,500 cases or more than 140,000,000 eggs. be heavy. At 4:30 the fire was brought under control. One block of eight business houses was destroyed and adjoining property damaged. No estimate of the loss is yet obtainable.

VIOLENCE RENEWED. Probably Fatal Affray Between Union and Non-Union Men.

Chicago, April 1 .-- A prov bly fatal iffray between union and non-union men and vicious encounters between one have marked a sudrival organiz: rike violence in Chiden revival cago. The seriously injured of the victims were Stanley Dowsky, union employe of Hammond Packing Mr. Clark replied that he had meant union employe of Hammond Packing merely to say that Mr. Patterson must company, fatal" stabled during labor Eggs by the Millions.

Schooner El Dorado Ashore.

March Incorporations.

New York, April 1 .- A compilat': n of the total capitalization of new companles formed in the eastern states formed during the month of March with a capital of a million or more, together wth increases of more. similar amount in the capitali-zation of concerns previously in ex-istence, was over \$83,000,000. In February the total was \$53,759,000 and in January, \$59,500,000. The most important flotation was that of the National

Broom company, incorporated in Maine with a capital of \$13,000,000.

resolutions of inquiry aldressed to the department of justice. One requires in-formation as to whether any criminal prosecutions have been instituted by the department against the individuals or corporations who were adjudged guilty recently by the supreme court of the United States by entering into un-lewful combines in restraint of inter-state commerce, "and to send to the house all papers and documents and other information bearing upon the prosecutions inaugurated or about to be inaugurated in that behalf."

The other resolution requests infor-mation as to whether any investigation was ever had at the suggestion of th. attorney general, or by the department of justice at the suggestion of anyone else, of the so-called anthracite coal trust, consisting of the anthracite carrying railroads doing an interstate business, whether any report was every made of such investigation, and if so to send to the house the report and all papers and documents and information earing upon the same

J. A. HENLEY DEAD.

Old Time Conductor and Former Salt Laker.

Missoula, Mont. March 31.-J. A. Henn Pacific railroad and former resident of Salt Lake, was crushed underneath an overturned flat car in a moving train at Gold Creek, Mont., at 5:30 this evening, and died a few minutes after the accident. Henley was 38 years of age and a native of Indianapolis.

to which a fuse was ordered attached. Then all but one of the robbers left the car. He lighted the fuse. The party had just reached the locomotive when the explosion occurred.

It wrecked the entire car. Engineer Joe Sink is not certain that the rob-bers got any plunder. He was made to get on his engine and stay there until further orders came to him to carry the highwaymen south. His engine had been uncoupled. He knows not by whom. He complied with the order, but was not allowed to even take his fireman along. The robbers stood at his back on the trip down, their rifles pressed against him, and he dared not look around. He says if they had any plunder he did not see it. At 12:30 o'clock he started back with

his heavily armed crew. There being neither telephone nor telegraph com-munication possible with Copley, the details of the killing of the messenges cannot be learned until the train that as held up pulls south.



