

Secret Service Agents HERE

After Perry Heath.

TWENTY KILLED IN ROCK ISLAND WRECK

The El Paso Flyer, Westbound, Crashed Into a Freight, Near Willard, Kan.

THE SLAUGHTER WAS FRIGHTFUL

Conductor Says Accident Was Caused By Freight Crew Running Off Schedule.

HERO WAS A CRIPPLED DOCTOR.

Struggling Out of His Pullman He Immediately Assumed Control of Relief Work.

Topeka, Kansas, Jan. 6.—The El Paso Flyer on the Rock Island road, westbound, which left Topeka at midnight, 10 minutes late, crashed into a freight, head on, near Willard, 15 miles west of here, killing 20 persons and injuring as many more.

IDENTIFIED DEAD.

C. A. Wright, Kansas City, Mo. James Griffith, Claremont, Mo. W. S. Martin, DeKalb, Ill. William Wells, Jacksonville, Ill. Gail Fuller, young girl, Blockton, Iowa. Henry Kaiser and child, Germany. E. E. Meyers, Buffalo, N. Y., identified by name on keyring. Fay Fuller, girl, 7 years old. E. Rankin, name on ticket.

UNIDENTIFIED DEAD.

Woman, about 25 years of age. Girl, child, about one year old. Woman, 30 years, baggage checked to Tyrone, Okla. Woman of middle age, ticket to Tyrone, Okla. Girl, 15 years old. Girl, 10 years old. Child, 5 years old. Boy, 12 years old. Boy, 13 years old, brown and white checked suit. Woman, middle old, brown dress. Woman, 40 years old, weighed about 15 pounds. Woman, 45 years old, plain band ring on left hand, blue and white checked skirt. Man, 50 years old, watch with peculiar chain and pocket book.

TEN INJURED.

The following is a list of the injured: G. W. Sherman, McFarland, Kansas, wrist and head injured, slight. Blanche Martin, St. Joseph, Mo., left foot sprained and abrasion of face. E. U. Toman, Barham, Mo., back and head injured, not serious. Mollie Fuller, Blockton, Iowa, head and back, not seriously. C. A. Fried, Everest, Kansas, sprain in right arm and right thigh. Mrs. H. B. Ropke, Louisville, Ky., back injured, not seriously. Mrs. D. E. Fuller, Blockton, Iowa, abrasion on face. Clarence Fowler, Hanson, Ky., lacerations on face. Mrs. Alice Rosebo (address not known), slight bruises. Mrs. M. A. Hill, (address not known), compound fracture left leg and fracture of right femur, seriously injured. H. A. Jones, Everest, Kansas, fractured nose and lacerated face. C. C. Nutter, Kansas City, Mo., left ankle broken, bruised. T. Allen, Porter, Topeka, back injured, not seriously. Frank Harville, Chillicothe, Mo., six years old, lacerated head. E. A. Wright, Kansas City, Mo., fractured rib and internal injuries. V. Frazier, Kansas City, sprain on left shoulder. J. Overman, conductor of Pullman, Kansas City, Mo. O. Swanson, Lane, Kansas. F. L. Beatty, Pennsylvania. E. F. Adams, Brakeman, Everest, Kansas. Mrs. Rose Bulb, Atchison county, Kansas. Mrs. Bertha Shubert, St. Claire, Ill. O. Harbo, Lynne, I. T. Peter Clark, Council Grove, Kansas, back injured, on the cattle train. The dead are being brought to Topeka. Many of them are badly mutilated.

CONDUCTOR'S ACCOUNT.

The wreck, according to the passenger conductor, was caused by the freight crew running off schedule. The passenger train had the right of way, he declares, and the freight train should have waited for it to pass at the crossing. The wreck occurred at a curve. The hero of the wreck was a Doctor Bell of New York city, a young physician, crippled and walking on crutches. Dr. Bell, although slightly hurt as a result of the collision, was the first man to leave the Pullman sleeper, heroically forward on his crutches, he immediately assumed charge of the relief work. After working until nearly exhausted Dr. Bell only gave way when physicians arrived from Topeka with medicine and instruments. The injured were brought to Topeka in a standard Pullman, a tourist sleeper and a chair car. The train was Pacific train and sent over the Union Pacific tracks, near Manhattan, Kansas, where it will resume its trip over the Rock Island tracks. Most of the passengers were bound to El Paso and San Francisco and Los Angeles.

DR. BELL'S STORY.

When the collision came we were all,

of course, in our berths. I was thrown from mine and immediately got into my clothes to see what was wrong. The condition of the wrecked trains cannot be described and, indeed, after discovering that the other train was a stock train, I paid little attention to it. I saw that medical assistance was the first thing needed. There were two young women in my car who offered their services and they worked unhesitatingly with the injured. I really did not do much but they other people did wonders. All the people in the sleepers were bunched up to make room for the injured. We stopped working by tearing up sheets and made the injured as comfortable as possible.

"With one exception the people in the sleepers devoted themselves unselfishly to the care of the wounded. That exception was a man who would not give his name. I told some men to jerk him out. They jerked him out and I have not seen him since."

"There was one young man who did heroic work with me. I did not learn his name, but I should have liked to have known him. He had a big gun strapped on him and was apparently bound on a hunting trip. He seemed to be with a woman and a little girl whom he got out safely and then went back and climbed into the wrecked car after more of the injured, helping to get out a lot of people who were fastened down."

This young man of whom Mr. Bell spoke, was Harvey G. Parsons, a writer for the Topeka State Journal who happened to be on the train. He was bound for Oklahoma for a week's hunting but turned back with the relief crew and with the instinct of a dutiful reporter turned in a story of the wreck as he saw it. He omitted, however, any reference to the heroic work done among the injured by himself.

MONEY ON THE DEAD.

Otto Smith, corner of Wabanssee corner of L. M. Dolly, his assistant, while caring for the dead, found \$25,000 in bills and drafts on the person of one of the unidentified dead. He was a middle aged man and presumably a Texas stock man who has sold cattle on the Kansas city market.

Ten of the dead are at one local morgue, nine at another and one little child unaccounted for. The major portion were taken from the depot in the train with a party of seven people covered with blankets. The victims are a pitiful sight. Some are mangled almost entirely below the waist, their faces in peaceful repose almost as if asleep. Others have their shoulders crushed, and a few have their heads of bearded and curious are being kept away by the police.

The majority of the wreck victims are evidently of the poorer class of people. Little more or less having been found. One woman a purse containing a ring and \$94 was discovered by the coroner. Walter J. Adams, a Rock Island emigrant agent, with headquarters in Kansas City, Mo., was on the train with a party of seven people en route for Colby, Kansas, where the seven people were planning to settle. Three of the party were injured. They were C. A. Fried of Everest, Kansas, G. A. Jones of Louisville, Ky., Adams and Adams's brother, E. F. Adams of Everest. The four members of the party who escaped uninjured were B. K. Nudsen of Everest; O. Swanson of Leona, Mo.; Maitland of Topeka; and Maitland's mother, Jones was in the smoker, Mrs. Maitland was in the chair car, and O. Swanson was standing in the front end of the chair car when the collision occurred.

MR. ADAMS' STORY.

This is the story which Mr. Adams tells of the wreck: "I had just been getting the members of the party I was in charge of settled in their seats. The second car, next to the smoker, was full. Every seat was taken. I had been standing on the platform of this coach about two minutes before the collision. We were running very fast. I walked back to the rear of the car and sat down with Maitland on the end seat. "The first thing I knew there came a terrible crash. It sounded like a battery of artillery. Then the front end of our car ripped and the smoker was hurled forward. I saw it coming and Maitland started to jump up. I grabbed him and pulled him down with me behind the seat. The car passed over me and we were uninjured. The lights went out. With one or two others I got hold of the door of the car which was jammed and we managed to pull it open. Then we came to take people out and pull out Maitland's brother, I knew where he was in the car, and I worked my way into him. I took out two men who were jammed in behind seats, and finally I found my father, down in behind a seat. I got him out and then helped him out several women. "Pretty nearly everybody in the front end of the car was killed. It was a terrible scene. People were screaming for help, and we could hear voices down in help, and we could hear voices down in help, and we could hear voices down in help. I think the reason I was not hurt must be because I carry \$17,000 in accident insurance. That's the only explanation I can see for it."

CORONER'S INQUEST.

The coroner's inquest will start Thursday at Barclay's morgue, where 10 bodies are located. After that will be continued at the other undertaking establishments. The station agent at Willard said today that westbound passenger train was to wait at Willard for an eastbound train. He heard the passenger train approaching from the east. As it went by the station he heard steam escaping and supposed that the train was running west and back on the track, as would stop and back on the track. There was another freight standing on the side track at Willard. It is thought by those at Willard and at the scene of the wreck that the engine of the westbound passenger train No. 3 saw the freight on the siding at Willard, and supposing it to be the freight he did not stop and take the siding, but went on.

DISREGARDED ORDERS.

According to officials of the Rock Island and here, S. F. Benjamin, engineer of the passenger train, failed to regard his orders to meet the freight train at Willard. It is believed that Benjamin either forgot his orders or disregarded them. He saved himself by jumping.

REPORTER PARSONS' ACCOUNT.

(Copyrighted, 1904, by the Topeka State Journal.)—H. G. Parsons, a State Journal reporter, was on the wrecked passenger train. Two people on the seat in front of Parsons were killed but Parsons escaped uninjured. He gives the following account of the disaster. At about 1:35 this morning one of the most destructive and fatal wrecks ever witnessed in the vicinity of Topeka occurred two miles west of Willard, Kansas, on the Rock Island railroad. At least 30 persons were instantly killed, several fatally and a large number

slightly injured, two passenger cars demolished, two locomotives totally destroyed and four carloads of stock torn to pieces and dead animals strewn along the right of way. This horrible catastrophe was the result of a head-on collision between the El Paso train, due to leave Topeka at 11:55 p. m., and a cattle train. Both trains were running at a speed of from 15 to 25 miles an hour. The freight was a long one. When the engines met they were welded together by the impact. The engineer on the freight train, who escaped without injury by jumping. The fireman on the passenger was seriously injured, but the engineer escaped.

SCENE OF GREATEST SLAUGHTER.

It was in the third car of the passenger, the first coach, preceded by a smoker and a baggage car that the greatest slaughter of passengers took place. The shock drove the smoker, which was occupied by only two or three men, completely over and through the car behind it, which was crowded with passengers, some standing in the aisle, when the shock came. The passengers in the car where the numerous deaths occurred did not feel any serious shock. They were first warned by the total darkness following the sudden setting of the airbrakes. Then a mass of splintered wood and iron crowded down upon them. No one was thrown out of his seat by the blow. Out of possibly 100 people in the car about 30 escaped without injury. They got out hurriedly by the rear door which was still unobstructed. The rest of the half of the car escaped. They were crushed down between the seats in the smoker.

ONLY THREE LIVING PEOPLE.

Only three living people were taken out by the rescuers, who chopped holes in the side, floor and top of the wrecked cars in a frenzied attempt to rescue a man, a small girl and a middle aged woman, who were mangled and begging for aid. The rest of the passengers in the forward half were all dead. One man was taken out by a rear door within five minutes after the collision and died almost instantly from internal injuries. A woman died two hours later while trying to tell a physician her name. A little girl named Bonnie Martin, about 11 years of age, was pinned down between the two cars, and when they were pulled apart, her chest was crushed. Her cries attracted the rescuers, and men, many of them bleeding from wounds about the face and arms, worked manfully to get her out. She took two hours of steady work to relieve her. When she was freed, she addressed a doctor who was bending over her as "Papa." The physician did not have the heart to tell her that she was an orphan, her father and mother having been killed. She was found with a broken neck and a broken heart. She was killed instantly, and Mr. Martin died 10 minutes after being taken out of the wreck. The child was suffering with a broken ankle, where the heavy stove fell on her, and severe scalp contusions. She was put to sleep by a hypodermic injection to relieve her pain.

PHYSICIANS ON SCENE.

A dozen or more Topeka physicians came out to the scene of the wreck on the relief train which was sent from Topeka as soon as a brakeman could run to Willard and notify headquarters of the wreck. The physicians went to relieve the injured and made no attempt to remove the crushed and disfigured bodies from the debris. After daylight this morning the work of removing the bodies began. The engine, which brought out the physicians, a number of policemen and a wrecking gang about 3:30 o'clock, coupled on to the two cars, sleeper and chair cars, which were uninjured and hauled them slowly back to Topeka. All the ambulances in town were in waiting at the depot when the train arrived at 6:20 and the injured were at once taken to hospitals. Some of the bodies found in the wreckage were so badly crushed as to be unrecognizable. Through a hole chopped on the left side of a car the body of a gray-haired, heavy set man and a woman with long flowing hair were visible when the train with the light of the search lamps was directed at them. They were positive that they had removed all the living victims. Fires were built along the track at short intervals, and by the light of these fires the bodies were taken out and placed in the ambulance. To another and sat down to rest. The entire sides of the cars were chopped away when the work was complete. Occasionally the choppers would desist

(Continued on page two.)

BIG FIRE SCARE AT THE UNION SCHOOL.

More Than Seven Hundred Pupils March From the Building, Keeping Time to the Spirited Music of a Piano, Without Realizing That There Was Danger About Them.

What might have been a great fire horror was narrowly averted this morning at the Union school, a three-story brick building on Third West and First North streets, on the old University block. It was prevented by timely discovery, the prompt response of the fire fighters from station No. 2 and the unflinching obedience of the 739 school children, who marched to stirring music in a body out of the building. After the fire was extinguished there was a veritable panic among some of the children's parents who had heard of the blaze and rushed frantically to the scene. But fortunately, no one was hurt, and the loss to the building will not exceed \$10.

The alarm was turned in from box 41 at 9:35 this morning. The apparatus from No. 2 responded quickly, and Assistant Chief Wood answered the alarm from the central station. The startling news that a school building was on fire spread rapidly. The police department was notified and Chief Lynch, Sergeant Hempel and Patrol Officer Bert Seager rushed to the place as fast as the patrol horses could take them. The sight of Chief Wood going to the fire, followed by the patrol wagon, caused many persons to inquire where the blaze was. In a few minutes it was noticed about the Union school was in flames, causing no little excitement. By the time the apparatus arrived at the school the children were all out of the building and under perfect control, setting a splendid example by their quietness and decorum, by their excitement and by their arrival by that time. The fire was in the basement and almost directly under the center of the building. It was in one corner of a small room that contained nothing but some old rags and a sack of salt. The

RUSSIA DOES NOT DESIRE WAR.

But No Threats Can Make Her Abandon Her Legitimate Rights in Manchuria or in Corea.

WILL BE FURTHER NEGOTIATIONS

It is Anticipated That Japan Will Refuse to Transfer Them To St. Petersburg.

St. Petersburg, Jan. 5.—A dispatch from Port Arthur says the Russo-Japanese crisis is commented on by Vice-roy Alexieff's organ, the Novikar, as follows: "No threats can make Russia abandon her legitimate rights in Manchuria or in Corea. The interests of Russia and Japan can be reconciled without violating that country's (Corea's) sovereignty. The outcome of the negotiations depends on the number of ironclads at Port Arthur and of troops in Manchuria. Russia does not fear war, but she does not desire it and therefore is seeking to render it impossible."

MORE NEGOTIATIONS LIKELY.

Tokio, Jan. 6.—It is believed here that the Russian response has been handed to the government by the secret of its delivery has been jealousy guarded and the nature of the reply remains unknown. The Russian minister to Japan, Baron de Rosen, the Russian minister to Japan, with whom he remained an hour and later he visited Premier Katok when an extended conference was held. There is every indication now that further negotiations will take place, although it is expected that Japan will refuse to transfer the discussion of affairs to St. Petersburg if this is proposed.

MARINE ENGINEERS FOR JAPAN.

London, Jan. 6.—A party of marine engineers from the Clyde district en route to Japan for the purpose of proceeding immediately to Japan presumably for service on board transports, sailed for Japan yesterday. They embarked at Liverpool on board the British steamer, Lake Erie, bound for St. John, N. B., whence they will be transported by rail to the Pacific coast. Another draft of Scotch engineers left Glasgow for Japan a week ago. The summons they received was so urgent that the men left without having provided themselves with outfits. A detachment of 120 British naval

ABOUT MORETON; TOO AUTOCRATIC.

Members of the board of education who voted for a new man last night to succeed J. B. Moreton as clerk, say they did so for the reason that he was getting too autocratic; that there had been many complaints from teachers and patrons of the schools alike, who complained that he was decidedly uncivil to them and that they could not and would not endure the treatment received. Then there were several minor complaints which, members assert, made it necessary to have a change in order that the best interests of the public might be served.

Japan Buys the Chacabuco.

New York, Jan. 6.—In addition to the third class battleship Captain Prat, the second class cruiser Chacabuco, according to a Herald dispatch from Valparaiso, Chile, also has been sold to Japan. The Chacabuco was originally built for Japan, but Chili bought her when war was feared with Argentina. The negotiations have been carried out through an English firm.

Run Into the Bull-Pen.

Cripple Creek, Colo., Jan. 6.—C. H. Reimer, a business associate of James W. Burns, president of the Portland Mining company, was arrested by a military squad today and lodged in the bull-pen. K. C. Sterling, chief detective of the Mine Owners' association, at whose instigation the arrest was made, said that after being detained for a time Reimer would be banished from the district. Sterling also declared that if Burns should come here and interfere in behalf of Reimer, he, too, would be placed in the bull-pen.

to their rooms and resumed their studies. Under Principal Wallace, the following teachers are employed at the school. Maud A. Potter, Kate H. Gatrell, Louise Kling, Bessie Home, Ida Reimberg, Florence Harrison, Edna May, Mary E. Larson, Florence Groesbeck, Nettie Manning, Mattie Wilt, Agnes Nolan, Edith R. Boyd, Elizabeth Burton, Winona L. Smith and John R. Rampton. The principal and teachers as well as the students, were highly commended for their perfect drilling. In view of the recent Chicago theater horror it is easy to imagine what might have been, otherwise. Had there been a panic and stampede many lives would have been crushed out. In speaking of the fire, Asst. Chief Wood said: "It illustrates better than words can describe, the absolute necessity of telephones in all the school buildings. The alarm came in from box 42. Of course you know where to go all right, but we don't know what kind of a building is on fire. If there had been a telephone in the building the chances are the alarm would have been sent in by phone; we would have known that it was a school building and would have taken the truck and ladders, something we do not do unless the occasion calls for it."

pensioners and naval reserve men, and to British officers stayed for Genoa, Italy, today to assist the navigation on the Far East of the Japanese warships Kassaiga and Nisoon, formerly the Moreno and Rivadavia of the Argentine navy. The railroad station was crowded with sightseers, who manifested great enthusiasm. There were repeated cheers for the "gallant little Japanese."

London Fire Chief Killed.

London, Jan. 6.—Chief Roe, of the fire department, was killed and three firemen were badly injured by the collapse of a building wall at the factory, Sterling Brothers' wholesale shoe factory and warehouse was burned. The loss is estimated at \$50,000.

Trial of Car Bandits.

Chicago, Jan. 6.—The trial of the car bandits, Marx, Neidermeier, Van Dine and Roeskil began before Judge Keenan today. The three men, who were the mother of Neidermeier, who has been familiarizing herself with court methods in attending a murder trial conducted by another judge during the past few days.

Patron Kills Saloon Keepers.

San Francisco, Jan. 6.—Joseph Martin, proprietor of a Pacific street resort, was shot and killed today by Edward Richards, a recent arrival in this city. Richards entered Martin's place and ordered drinks for all present. After the drinks were served he turned to pay for the liquor. Martin walked from behind the bar to eject Richards, who quickly drew a revolver and fired. The ball struck Martin over the right eye and he fell, mortally wounded, dying without recovering consciousness. Richards escaped but was soon captured and charged with murder.

MICHAEL DAVITT MINE CASE.

During Inquiry of Explosion Attorneys Almost Came to Blows.

Helena, Mont., Jan. 6.—During the progress of the inquiry into the cause of the fatal explosion of the Michael Davitt mine at Butte, Jan. 1, sensational testimony was offered and Atty. Evans, representing the Amalgamated Copper company, and County Atty. Dreen, would have engaged in a personal encounter had not being on stepped between. A miner, whose name is Allen, testified that ten boxes of dynamite were used in the mine and that the blasts were so frequent and awful in force that the miners were unable to work in the shaft. Prosecutor Dreen, in his examination of Alexander McDonald, asked him if he was not in the employ of the Pennsylvania company while working on Johnstown territory and whether he had not suggested to a miner named Harris that there would be \$2,000 in for him if he would come to the inquest and testify that powder had been carried from the Kars to the mine on the night of the explosion. McDonald denied this and Harris, who followed him on the stand, said he had never heard of such an offer. A Thomas Knight testified on the stand that Supt. Winchell of the Amalgamated was "a liar" and this started the personal quarrel between the attorneys. Atty. Evans then read the statement from a witness later that the two quarrelling factions of men in the Pennsylvania workings, near the scene of the explosion, Dec. 13, were working on the same slopes and were leasers trying to extract the same ore.

RIGS BEING SET UP.

Oil Drilling Machinery Being Put Up In Davis County.

Five carloads of the Guffey & Galey oil drilling machinery have arrived from the east, comprising the entire outfit for operating one well. This machinery is now being set up at Farmington, near the former gas wells; or to be more exact, on Sec. 26, township 3 north, range 2 west. A carload of lumber has been sent up there for use in setting up the rigs, and the new concern ought to be boring within 10 days. There are nine oil grilling rigs lying idle in the Green River country, whose owners are waiting to see how the Farmington people come out. The promoters of the southern wells were proposing to sink 2,000 feet, if necessary; but somehow or other, when the wells reached 900 to 1,000 feet, it was found that most of the stock had been disposed of, and the oil companies left without sufficient depths to run them. This acapalicious condition is likely to continue until the Davis county operators ascertain where they are at. With the discovery of oil there will be renewed confidence all over the state.

CITY PAY DAY.

The department employees of the city are being paid off today by City Treasurer Harris for the last half of December, the amount of the payrolls being \$8,567.10.

PAUPER CLERK'S REPORT.

County Devoted Nearly \$17,000 to Charity During the Past Year.

During the year 1903, Pauper Clerk Sabine reports that the county has expended the total sum of \$16,959.05 in aiding the poor of the county. Of this amount \$3,508.50 was paid out in cash and \$13,450.55 in merchandise was distributed. The total number of families assisted during the year was 131, consisting of 1,513 persons. Each family received an average of \$13.34 and each person \$8.35 during the year. Of the total number of families, 470 consisting of 1,555 persons, resided in the city and 61 families, or 258 persons, resided in the county outside the city limits. Free transportation out of the county was furnished to 111 persons during the year.

CHECKS COMING IN.

Y. M. C. A. Building Fund Enriched by \$1,000 from Col. Rice and F. Knox.

Col. N. V. Rice has sent Secretary Cox of the Y. M. C. A. his check for \$500 to be added to the building fund, and Frank Knox sends a second \$500 check making \$1,000 from him for the Y. M. C. A. With money coming in this way, the chances appear good for such an interest in the association work here as to make the hopes for a seven story building eventually after all.

APPOINTMENTS APPROVED.

Mayor Morris this afternoon approved the appointments made by City Recorder Critchlow, City Treasurer Harris, City Auditor Felt and City Attorney Day, which were confirmed by the council at its meeting Monday.

U. S. MARSHAL HAS THE SUBPENAS.

Government Anxious That He Shall Serve Them on Mr. Heath Without Delay.

BUT HE CANNOT BE FOUND.

The Question is: "Where is He?"—Same Home a Week Ago Yesterday But Has Not Been Seen Since.

FEDERAL INSPECTORS ARE ACTIVE

Story That he is Out of Town Not Generally Believed—Absence Creates A Sensation.

A sensation was created in political and business circles today when there was a confirmation of the report that government inspectors had been here for the past two weeks or more inquiring after Perry Heath. Just what they want of him is not known beyond the fact that the ex-first assistant postmaster-general's presence is required in the east at this particular time in connection with some phase of the notorious postal scandal. Day after day and night after night the inspectors sought to locate Mr. Heath, but in vain. It is given out that he is out of the city—that he did not arrive home when Mrs. Heath returned one week ago. But it is stated in the most positive manner by citizens who say they saw him on that day, that he did return at that time. As to where he is now that is another proposition. However, the most diligent inquiry and search have failed to locate him. The chief inspector who has been here is James H. Bennett of Cheyenne, who was designated by the postal department to assist in the ventilation of the postal frauds. It is said he returned to Wyoming last night after becoming convinced that it was useless to remain here longer, particularly as he had got what information he wanted and had placed the service papers for Mr. Heath in the hands of the United States marshal, with the knowledge that they would be duly served before any considerable time can elapse. It is a matter of wide public knowledge that some very grave charges have been made against Mr. Heath, and that they have never come to light for the reason it is alleged, that the statute of limitations had acted as a bar in his case. Why then, there is so strong a desire to get him on to the witness stand at this time cannot be understood except on the presumption that it is not a case against him personally that he will be asked to throw light upon but upon that of some personal friend, a full understanding of whose methods might disclose some of his own official acts. It is known that government lawyers have been exceedingly anxious for months to have Mr. Heath placed on the witness stand either as principal or witness. Meanwhile the Utah public as well as the people of the United States will wait the outcome of the present case with no little interest.

MAY BE IN SAN FRANCISCO.

While there is much wonderment as to Heath's whereabouts and while it is emphatically declared that he is in Salt Lake, a special dispatch from Chicago says: "Heath's brother says he has likely gone to San Francisco to help the postmaster there."

"HEATH'S GUILT ABSOLUTE."

Charge That Was Made on the Floor of U. S. Senate Today.

Washington, Jan. 6.—When the senate met today Mr. Morgan's resolution declaring that the president has no power to declare war was read, but at the request of Mr. Morgan it went over for the day. The resolution of Mr. Carmack directing the postmaster general to send to the senate the papers connected with the postoffice department irregularities and providing for a senatorial investigation, was taken up and Mr. Lodge moved its reference to the committee on postoffices.

Mr. Carmack resisted this motion, declaring that if departmental irregularities were to be investigated only by the departments themselves it would not be long until they would "be a stench in the nostrils of the people."