The merchant who does not believe advertising pays for more advertising than his competitors who use liberal newspaper space. In other words, he pays for his competitors' advertising by the loss of business that is taken away from him.

The Salt Lake Tribune.

The price of advertising, as compared with the cost of salesmen, is so small that it is within the reach of all; and large concerns realizing this, have, says a periodical writer on advertising, made wonderful strides in the advancement of their business by doing extensive advertising.

VOL. LXXX, NO. 140. WEATHER TODAY—Fair. SALT LAKE CITY, UTAH, THURSDAY MORNING, MARCH 3, 1910. 12 PAGES—FIVE CENTS.

EIGHTY-FOUR IS TOTAL OF DEAD AND MISSING

Virtually No Hope for Passengers and Employees Not Yet Taken From Train Buried by Wellington Avalanche.

OFFICIAL AND REVISED LIST OF DEAD, MISSING AND INJURED

Those Who Did Escape Driven Nearly Insane by Horror of Their Experience With Snow Demon.

SPOKANE, March 2.—It is rumored in Spokane that a second avalanche at Scenic pass buried the rescuers engaged in taking out bodies, causing further loss of life. The rumor, though persistent, cannot be verified.

EVERETT, Wash., March 2.—The death list in the Wellington avalanche, where a trainload of sleeping passengers were taken up in the arms of a tendous snowslide and hurled to death at the bottom of a 200-foot canyon, continued to increase tonight. Officials of the Great Northern railway gave out a list of the known dead and missing. Upon this basis the total will reach eighty-four before the rescuers reach the bottom of the mass of rock and wreckage. The names of the passengers and nine railroad employes are given in the list. Thirty-eight passengers and twenty-nine employes of the road still are missing. Railroad men think few of the missing will be recovered alive. The official list is as follows:

The following list of casualties in the Wellington avalanche has been given out at the local office of the Great Northern railway:

Passengers Known to Be Dead.

M. BARNHART, Spokane.
LEMMAN and
MRS. ADA LEMMAN, Hunters, Wash.
JAMES M'NENY, attorney, Seattle.
MISS NELLIE SHAPR, Spokane.
FRANCES STARRETT and
GILLIAN STARRETT, children, sis-
Chemanus, B. C.
R. VAIL, Trinidad, Wash.

Employes Known to Be Dead.

TRAINMASTER A. R. BLACK-
ENGINEER J. O. CARROLL.
WILLIAM DORETY,
R. DUPY,
CHARLES JENISON,
KELLY, all brakemen.
E. LONGCOY, secretary to Superintendent O'Neill.
ENGINEER T. L. OSBORNE
LEWIS WALKER, cook on Superintendent O'Neill's car, all of Everett, Wash.

Passengers Missing.

Mr. and Mrs. G. L. Beck, Pleasanton, and three children, Emma, Ma- and baby.
John Berrk.
A. H. Belbet, civil engineer, Seattle, well known in New York and Cuba.
Frucsto Binatote, Portland, Ore.
J. Boles, Moberly, Ont.
Brockman, Waterville, Wash.
Patrick Brue, Burlington, Wash.
D. Chantrell, Vancouver, B. C.
Jack Ciet, Burlington, Wash.
Alexander Chisholm, Rossland, B. C.
Cohen, Everett.
Mrs. Anna Covington, Olympia, Wash.
George F. Davis, Seattle, motorman, and his three-year-old daughter, Thelma.
Ebert, Seattle.
Ell, Seattle.
Eltinge, Seattle.
Fisher, Rossland, B. C.
Ford Gat, Burlington, Wash.
Geoghlem, Burlington, Wash.
Guimmanesti, Burlington, Wash.
Guimmanesti, Burlington, Wash.
George Heron, Seattle.
L. M. Latsch, Seattle.
Mackie, Seattle.
Mahler, real estate dealer, Seattle.
Mathews, Cincinnati.
William May, Chemainka, B. C.
Mrs. Monroe, Seattle.
Katherine O'Reilly, Spokane.
G. Thomson, Vancouver, B. C.
Tisi, Burlington, Wash.
Oral B. Vasli, Seattle.
Rev. J. M. Thompson, Presbyterian minister, Bellingham, Wash.
W. Topping, Ashland, O.

Passengers Rescued.

Y. L. Forsythe, Monroe, Wash.
Gray, wife and baby, Nooksack.
William May, Chemainus, B. C.
Starrett, Chemainus, B. C.
Raymond Starrett, Chemainus, B. C.
M. Vail, Everett.
H. White, Seattle.

Employes Injured.

Porter Lucius Anderson.
Brakeman Samuel A. Bates.
Trainmaster William Harrington.
Clerk A. L. Hensel, Spokane.
Brakeman J. D. Kerlee.
Brakeman George Nelson.
Phillips, brakeman.
Porter Smith, porter.
Tegtmeier, engineer.
O. White, conductor.

The train employes all lived in Everett.

Employes Missing.

— Begie, express messenger.
— Bennington, fireman.
Richard C. Bogart, mail clerk.
— Campbell, conductor.
H. J. Diehl, express messenger.
L. A. Duc.
— Duncan, porter.
John H. Fox, mail clerk.
Dan C. Gilman, fireman.
George Hoeger, mail clerk.
J. F. Jarnagin, engineer.
— Jewels, brakeman.
— Jenks, fireman.
— Jones, fireman.
— Keuzel, brakeman.
Ed Lindsay, conductor.
— MacDonald, brakeman.
Frank Martin, engineer.
Conductor Parzybook and his brakeman.
J. P. Pettit, conductor.
W. Rayeroft, brakeman.
— Strawmeyer, brakeman.
Hiram Touslee, Spokane.
John Tucker, mail clerk.
Two unknown mail weighers.
Stenographer car A-16.
Porter car A-16.

Forty hours have passed since the thunders of the high Cascades wrote a new story of the danger of winter travel through the winding passes of the mountains.

Details Yet Unknown.

In that time no detailed account of what happened when the Spokane express was taken from its shelter at the gateway of the Cascades tunnel and buried at the bottom of the canyon has been received.

The only stories of the disaster have come from those adventurous passengers and engineers who have climbed over the mountain trail. Several men on leaving the sights of horror at Wellington and arriving at Scenic, the nearest relief station, were unable to describe what they had seen. The perils of their descent of the mountain and the cries of the wounded in the pit below the track had made them hysterical.

To add to the difficulties of the situation the only telegraph wires into Scenic from the west went down again tonight.

Rescue parties are working desperately to save at least a few of the passengers in the buried coaches.

Two Cars Yet Missing.

The day coach and the smoker have not been found. They were smashed as effectively as though tons of iron had fallen on them.

One woman was rescued from a Pullman after twelve hours in a prison of snow.

Brakeman Duncan and Conductors Purcell and Clary, who were in one of the cars that was smashed to splinters, escaped with slight bruises. In bare feet they worked for hours helping the injured and saving those caught under the wreckage.

A few facts have been learned of the dead and missing passengers—Mrs. M. A. Covington of Seattle who is missing was on her way to celebrate her golden wedding tomorrow. Mrs. Starrett of Chaminus, B. C., was returning from Spokane, where her husband was killed in a railroad accident last month. Mrs. Starrett and one child were saved, but two of her children were killed.

All the injured are being cared for at Wellington and Scenic. It is thought all will recover.

It is stated the train was not kept in the tunnel where it would have escaped the slide as passengers feared they would be blockaded and suffocated there.

First Direct News.

The first news direct from the scene of the disaster was received here shortly before midnight tonight, when Dr. Cox, one of the Great Northern physicians, who left on the first relief train, returned from Wellington, accompanied by three of the survivors, Ray Forsyth, R. M. Lavelle and Fireman S. A. Bates. Dr. Cox stated that none of the injured is in a critical condition. The majority of them were only slightly hurt. When the party left Wellington sixteen were in the temporary hospital.

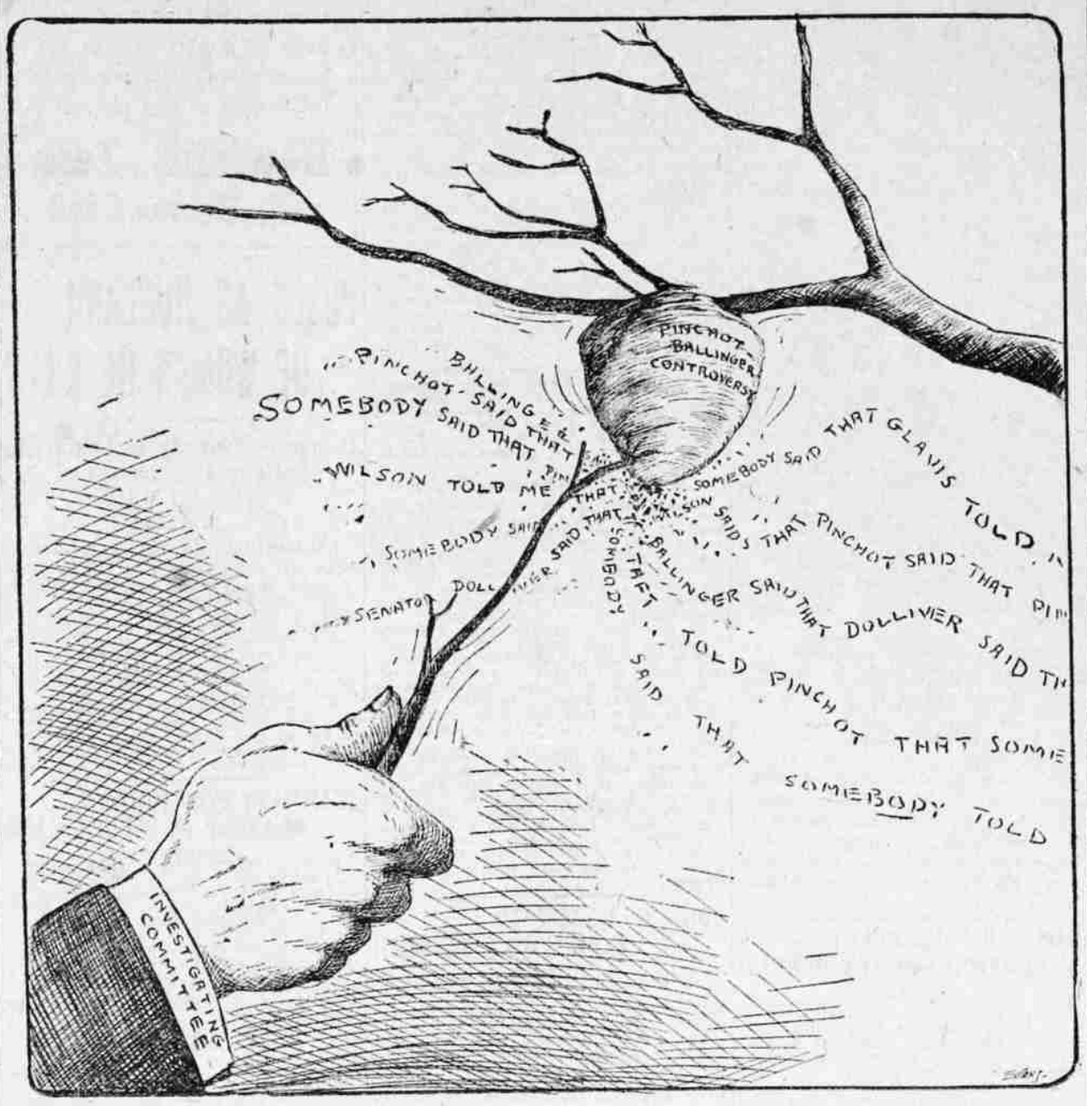
Forsyth and Bates estimate that not more than twenty of the 110 people who were carried into the canyon by the avalanche escaped death or injury. Eleven passenger cars, three locomotives four electric motors, one rotary snow plow, the rotary shed and the hand house were swept away by the slide.

Under Forty Feet of Snow.

A member of the first relief party who returned to Everett tonight said when he reached the scene all the cars were completely buried. Much of the wreckage was covered by forty feet of snow and all that could be seen was one partly buried electric motor, two locomotives and the wreckage of the rotary. All that could be seen of the coaches was a steel pipe sticking out of the snow where a Pullman car was twisted around a stump, and a curtain that lay on top.

Ray Forsyth, one of the injured passengers, was in a car in which there were five women and seven children.

Continued on Page Eight



SOMEBODY'S GOING TO GET STUNG.

JOHN D. READY TO GIVE AWAY WEALTH

Bill for Incorporation of Rockefeller Foundation Introduced in Senate.

TO PROMOTE WELL BEING AND ADVANCE CIVILIZATION

Oil Magnate Said to Be Seeking Best Means of Disposing of Fortune.

WASHINGTON, March 2.—Steps were taken today to incorporate the Rockefeller foundation in the district of Columbia. The bill for this purpose was introduced by Senator Gallinger and was referred to the committee on judiciary. The purpose of the foundation is to provide for a general organization to conduct philanthropic work on all lines.

It is understood the foundation will be endowed by John D. Rockefeller and that he takes this means to dispose of a large part of his wealth.

Plan of Incorporation.

The incorporators named in the bill are John D. Rockefeller, John D. Rockefeller, Jr.; Fred T. Gates, Starr J. Murphy and Charles O. Heydt, are authorized to select associates not to exceed twenty-five, and it is provided that there shall not be at any time less than five.

The Rockefeller foundation, according to the bill, is organized to promote the well-being and advance the civilization of the people of the United States and its possessions in foreign lands and for the acquisition and dissemination of knowledge; for the prevention and relief of suffering and promotion of any and all of the elements of human knowledge.

Has Given Away $52,000,000.

It was stated by Senator Gallinger today that Mr. Rockefeller already had given away $52,000,000, and that he was seeking a method of disposing of his fortune that would benefit mankind. The foundation is organized on lines similar to the Carnegie foundation for the advancement of teaching. As in the case of the latter institution, the Rockefeller foundation will be authorized to receive and dispense gifts of money other than those obtained from the original endowment, the amount of which has not been fixed.

When asked regarding the bill, Senator Gallinger said:

"I am not authorized to speak for Mr. Rockefeller. But there is no doubt that Mr. Rockefeller intends to give away his money on a scale greater than any other living man. I am not acquainted with all of the details of Mr. Rockefeller's plan, but it is expected Washington will be headquarters."

SAID TO HAVE INCOME OF $60,000,000 YEARLY

NEW YORK, March 2.—Star J. Murphy, one of the incorporators named in the Gallinger bill to establish the Rockefeller foundation, said today that he did not yet know what endowment the foundation would have.

"The bill introduced at Washington today," said Mr. Murphy, "is intended to broaden the scope of Mr. Rockefeller's philanthropies and is almost identical in form with the act of congress of 1903, under which the Rockefeller educational fund was authorized. The new bill makes it possible for Mr. Rockefeller to go into any form of philanthropy in the world, whereas the first endowment was specifically limited."

Rivals in Benefactions.

Estimates of Mr. Rockefeller's past benefactions and present fortune vary largely. It is conceded that in charity he has but one leader—Andrew Carnegie—and the best opinion is that Mr. Rockefeller has given away something approaching $131,000,000, as against $162,000,000 for Mr. Carnegie.

The leading Rockefeller gifts have been: General educational board, $52,000,000; University of Chicago, $25,000,000; Rush Medical college, $6,000,000; Insti-

Continued on Page Two.

Index to Today's Tribune

Departments.	Page
Editorial	4
Society	5
Mines	6
Markets	7
Railroads	8
Intermountain	10
Domestic.	
Death list in Wellington horror probably exceeds four score	1
Flood conditions in the northwest still serious	1
Clash between Senators Heyburn and Carter is significant	1
John D. Rockefeller prepares to give away his millions	1
Strike order issued to union labor of Philadelphia	1
Local.	
Elks' elect officers	12
Corporations to test validity of excise law	12
Wyoming sheriff eludes process service	12
Otis Scott successful in habeas corpus proceedings	12
Sporting News.	
Jockey Shilling rides three winners	9
Battling Nelson may box with Cyclone Thompson	9
Y. M. C. A. and B. Y. U. will play at Provo for basketball championship	9
Intercollegiate rules cause trouble	9
Bidding for Jeffries-Johnson fight	9

FLOODS IN THE EAST CAUSE DEVASTATION

Thousands in Ohio Driven From Home; Many Factories Are Forced to Close.

CLEVELAND, O., March 2.—About 4000 persons are now homeless in Ohio from floods. Many plants have been forced to close down and hundreds of men and women are out of work. The material damage is estimated at over $1,000,000.

The Licking and Muskingum rivers have passed their record of 1908, and are still rising. Over 200 persons are now being fed by the city authorities at Zanesville.

A fresh horror confronts the people of Maumee, where a torrent laden with ice and debris has swept over the cemetery, and it is almost certain many bodies will have been uncovered by the time the waters recede.

Breaking Up Ice Jam.

UTICA, N. Y., March 2.—Persistent efforts of gangs of powder men to break the ice jam at Herkimer has begun to realize encouraging results. While the congestion has not been completely broken, a narrow channel has been forced, through which the long-checked waters are now flowing. Five tons of dynamite were exploded at the mouth of West Canada creek today.

At 9 o'clock tonight the water in the village streets had receded two feet and the people are taking an optimistic view of the situation.

In other parts of New York and Pennsylvania conditions are about the same. Flooded basements have made furnace fires impossible at some points and the intense cold has added to the suffering.

Mohawk Is Falling.

LITTLE FALLS, N. Y., March 2.—The waters from the Mohawk river and West Canad creek, which have flooded the streets of West Herkeimer for two days, began to recede last night. Dynamite was sent there today and an effort will be made to blow up the ice gorge in the Mohawk river.

The Mohawk division of the New York Central railroad between Utica and Albany is temporarily abandoned. All the

Continued on Page Eight

STRIKE ORDER IN EFFECT MIDNIGHT

All Union Labor of Philadelphia Will Cease Work Unless Car Company Arbitrates.

CLAIM HUNDRED THOUSAND MEN WILL OBEY ORDERS

Mayor of City Still Firm in His Refusal to Do Anything for Strikers.

PHILADELPHIA, March 2.—A universal strike of union workers and their sympathizers, to begin at midnight Friday, was proclaimed by the Central Labor union of Philadelphia and vicinity tonight.

The strike leaders declare that 100,000 men will stop work at that hour if the Rapid Transit company does not consent to arbitrate its differences with the striking carmen.

The meeting at which the strike order was promulgated was large, and sentiment was apparently unanimous in favor of the general strike. Telegrams were received from the Chicago and San Francisco Federations of labor, with 250,000 and 175,000 members, respectively, pledging their moral and financial support to the cause of their Philadelphia brethren.

Strong Resolutions.

Resolutions were adopted condemning the attitude of the traction company, by which it was stated business had been affected and thousands of persons not directly interested in the strike thrown out of employment. Councilmen were called upon to insist that Mayor Reyburn use his prerogative as chief executive of the city immediately to serve notice on the company that it must submit to arbitration as the public, whom he represents, demands, and that he return the police to their regular posts of duty and cease using them to man the trolley cars.

In a proclamation addressed to the trades unions of Philadelphia and their sympathizers, the grievances of the carmen against the corporation were recited in detail.

"In the ranks of organized labor," the document proceeds, "an injury to one is the concern of all, and, therefore, all union labor is directly affected by the attitude of the Philadelphia Rapid Transit company toward its union employees.

Roast for Politcians.

"The capitalists and the small group of self-seeking politicians in control of said company are part of the larger group of capitalists and trust owners who hope to crush all organized labor by attacking and defeating it, one group at a time.

"Therefore, it is hereby proclaimed that the time for action has arrived. All union workers and their sympathizers, for the assistance of the union street car employees and for the ultimate protection of all union employees and the working class, will cease work on Friday, March 4, 1910, at 12 o'clock midnight, whether or not that is their regular stopping time, and remain on strike until further notice from their duly accredited representatives."

A committee was appointed to wait upon the select and common councils tomorrow afternoon and present copies of the resolutions and proclamation.

Union Men Firm.

Union stage hands employed in theaters and other amusement places in this city today notified their employers that if the Rapid Transit company and its employees have not reached an agreement before Saturday, the stage hands would quit work.

Mayor Reyburn said today that he would continue to refuse to be a party to any arbitration proceedings, even if it caused him to break with the Republican organization.

When he was visited by a committee from the United Business Men's society, he said powerful political leaders had already urged him to change his attitude and urge arbitration, but he was going

Continued on Page Two.

FLOOD CONDITIONS IN NORTHWEST BAD

Warm Wind From the Sea Is Rapidly Melting Deep Mountain Snows.

NO STORM IN SIGHT AND DANGER INCREASES

People of Atlantic City, Wash., Going About Streets in Boats.

SEATTLE, Wash., March 2.—Eighteen feet of snow on the west slope of the Cascades and eight feet on the east slope is being changed into water by a warm wind from the sea. The rivers cannot carry away the deluge, and the Washington valleys are overflowed, railroads compelled to suspend business and bridges washed away by the most widespread flood in twenty years. With railroad communication to Portland cut off by washouts, Seattle today had only one direct railroad outlet to the east, by the Northern Pacific main line. That outlet, however, may be closed at any time by the turbulent Green river, which is already threatening the Northern Pacific tracks.

Financial Loss Small.

Thus far the financial loss by the flood has been small and the discomfort of the evicted dwellers along the swollen streams is less than in former overflows.

There is no storm in sight and continuance of the present mild, cloudy weather, with occasional showers and high temperature in the mountains is predicted. A change to freezing in the Cascades would soon end the flood. The water will continue to rise tonight and tomorrow, the weather bureau predicts.

The county engineer estimates the damage to roads in King county by the recent storms at $50,000. Lake Washington is very high and all its low shore lands are covered by water. At Atlantic City the people are going about in boats.

Willamette Still Rises.

SALEM, Ore., March 2.—Farmers on the river bottoms are moving their families to places of safety, as the Willamette is rising at the rate of two inches an hour.

Bridges Swept Away.

TACOMA, Wash., March 2.—Bridges are out all over this county as a result of the floods. Railroad and suburban traffic is badly crippled and the electric power plants are out of commission because of damage to flumes.

Centralia Inundated.

CENTRALIA, Wash., March 2.—The business section of this city was inundated today by the worst flood experienced in years. Railroad lines in both directions are blocked by landslides. The country between Centralia and Chehalis is covered by a sheet of water.

Umatilla at Flood Stage.

PENDLETON, Ore., March 2.—The Umatilla river has reached the flood stage, but little damage is anticipated beyond the demoralization of railroad traffic.

SERIOUS SITUATION PREVAILS AT PORTLAND

PORTLAND, Ore., March 2.—Both the Willamette and Columbia rivers are rising steadily, the former having reached the lower docks at this point. Should the Columbia attain flood proportions it will menace this city to some extent. The greater rapidity of flow in the Willamette causes the Columbia to back up. Railroad schedules have been abandoned and the railroad situation is the worst in twenty years.

DAMAGE IS HEAVY THROUGHOUT NEVADA

RENO, Nev., March 2.—Central and eastern Nevada is experiencing the worst floods of the history of the state, and reports reaching this city from Carlin, Battle Mountain and Elko are to the effect that the Humboldt and Reese rivers have gone beyond all bounds, washing away railway and county bridges and inundating the valley and low ground from Deeth to Winnemucca.

The Humboldt river at Carlin is the highest in its history and is one mile wide, with the crest of the flood not yet reached. Five railroad bridges at Beowawe and Battle Mountain have been condemned. The steel railroad bridge at Palisade is in danger. Western Pacific men at Carlin have dynamited the ice in an effort to save the bridge. Reservoirs north of Elko have broken and ten feet of water is rushing down the canyon near that place. All ranches on the Humboldt river are flooded and the cattle are being driven to the high ground.

WORST FLOOD EVER EXPERIENCED IN IDAHO

BOISE, Ida., March 2.—The valleys of Idaho, from the headwaters of the Snake to the Oregon line, and from the Owyhee to the stricken Coeur d'Alene district, are being swept today by the most disastrous floods in the history of the state. All tributaries of the Snake are torrents, and the Snake itself is higher than ever known before. Fear is expressed for the safety of the great irrigation dams at Minidoka and Milner, although as yet they have shown no signs of weakening. All traffic is at a standstill and passengers of six transcontinental trains are marooned at various points along the Oregon Short Line. Large sections of track are washed out and it will be several days before trains can be moved. In the meantime Boise and other cities of western Idaho are without mail service or outside connections of any kind except by wire.

TEN FEET OF WATER IN PULLMAN STREETS

PULLMAN, Wash., March 1, via Colfax, March 2.—Tuesday night there were between five and ten feet of water in the streets of Pullman, sweeping through the town at a terrific rate. One Northern Pacific and two Oregon railroad & Navigation company bridges have been swept out above the city.

An undertaking and furniture store was carried out, the stock of coffins and furniture floating off on the tide, together with a hearse.

A bakery, a tailor shop and a piano store were wrecked, a stock of nine pianos being swept down stream.

Continued on Page Two.

HEYBURN-CARTER CLASH SIGNIFICANT

May Mean Recommitment of the Administration Postal Savings Bank Bill.

ANGRY WAR OF WORDS BETWEEN TWO SENATORS

Sutherland Joins With Carter in Defense of the Taft Measure.

WASHINGTON, March 2.—The administration postal savings bank bill may be referred back to the postoffice committee when the time comes for a vote on that measure by the senate.

Senator Heyburn of Idaho so intimated in a speech in the senate today on his substitute for the pending bill. Whether he would offer the substitute, he said, would depend upon developments tomorrow.

"I have heard many expressions of dissatisfaction with the legislation as it stands," he said. "A number of senators have indicated a desire that the bill be recommitted, that it may have further consideration before we commit ourselves irreconcilably to the policy of a postal savings system."

Republicans Not Pledged.

He added that the republican party was under no pledge to pass a savings bank law at the very beginning of the Taft administration. There still would be time for consideration if the bill should go back to the committee.

Mr. Heyburn's speech was followed by a sharp clash between himself and Senator Carter, in charge of the bill. He had begun by suggesting a change of title and Mr. Carter charged him with trying to change the constitutional character of the bill by altering the title.

Mr. Heyburn replied somewhat vehemently that he had made no such effort and Mr. Carter undertook to show that he had done so. While the Montana senator was speaking Mr. Heyburn sought to interrupt. Mr. Carter declined to yield.

"I should think he would decline after such a speech as he has made," declared the Idaho senator, and started out of the chamber.

The Retort Incisive.

"And I," retorted the Montana senator, "would think that the senator would leave the room after such a speech as he has made."

Mr. Carter declared the Heyburn substitute ridiculous and said that Mr. Heyburn had offered it to present "something different rather than to present something better."

Mr. Heyburn's measure provides for a postal savings bank at the capital city of each state and proceeds upon the theory that a government savings system is constitutionally permissible only under the borrowing clause of the constitution.

Defending the constitutionality of the Carter bill, Mr. Bradley said that those who were attacking it were of the same party that had contended for the right of rebellion.

"If," he said, "they could have had their way, the Union would have been in the condition of John Sloat, who was killed by a train in the west. His father wired 'Send his remains home.' The response came promptly, 'There ain't none.'"

He asserted that none of the dire democratic predictions against the various republican measures had been realized and he predicted that none would be.

Sutherland Heard From.

Mr. Sutherland also defended the administration bill, both as constitutional and as expedient. He said a postal savings system would aid to prevent panics, but this statement brought out a series of statements from Mr. Hale who said he was fearful that the effect of the proposed law would be bad on other banks in time of panic. He feared, he said, that it would cause timid depositors in the ordinary savings banks to withdraw their funds and deposit them with the government.

Mr. Carter joined in Mr. Sutherland's response. They agreed that money taken out of the banks for deposit in the postal banks would immediately find its way back to the ordinary banks. They also brought out the idea that the limitation on postal deposits would protect regular banking institutions.

With the conclusion of Mr. Sutherland's speech Mr. Smoot presented the amendment to the bill previously agreed upon by the republican managers. Further consideration of the measure was postponed until tomorrow.

DAVIS NOT ALLOWED TO CHANGE THE RECORD

WASHINGTON, March 2.—Senator Jeff Davis of Arkansas failed today to have stricken from the records of the house committee on public lands a statement he made before the committee several days ago when he appeared to advocate a bill introduced by Representative Oldfield of Arkansas, quieting title in the eastern part of Arkansas, known as "quack lands."

Senator Davis's statement was to the effect that he was to receive a fee for his services as attorney for the St. Francis levee board in the litigation over the lands. The lands in dispute are claimed in part by the United States, the St. Francis levee board and private individuals. It had been admitted by Senator Davis that he was the attorney for the St. Francis levee board of the state of Arkansas, which claimed title to the lands under a state grant and for which he brought suit against a number of persons who had cut timber on the lands. The land was sold in many cases, it is stated, for $1.50 an acre, but the standing timber was reported to be worth from $10 to $25 per acre.

In his first appearance before the committee, the record showed that Senator Davis made the following statement:

"Good Fee in It."

"We could not prove our title. I confess that there is just that much of selfishness in it to me, because there is a good fee if I can recover the price of that timber. I do not care to whom it goes, whether to the state of Arkansas or the St. Francis levee board, but I would rather it went to the St. Francis levee board, because that is just and right."

In correcting his testimony, Senator

Continued on Page Two.