RESTRAINING ORDER GRANTED THE M. & O.

Road Gives Notice That Men May Return to Work Without Prejudice.

RUSSELL ISSUES STATEMENT.

Further Violence Not Apprehended Unless Negroes Are Employed—Reward Offered for Murderer.

REPUBLIC SPECIAL.

Memphis, May 11.—The Mobile and Ohio to-day was granted a restraining order against the striking employes of the road, effective until Wednesday, May 13, when the application for injunction in open court will be heard at Jackson, Tenn.

C. G. Bond, district attorney of the road, with headquarters at Jackson, Tenn., before Judge Hammond of the Federal Court, asked that the men be restrained from interfering in any manner with the operation of trains in the State of Tennessee.

It is announced from Mobile, Ala., that General Manager Clarke has given notice to the striking trainmen and switchmen that they can return to work without prejudice by 7 o'clock to-morrow morning. If they do not return by that time, he says, their places will be filled by others.

The situation at Jackson is practically unchanged. The Railroad Company has offered a reward of $50 for the apprehension of the person who killed Brakeman Yarbrow. No attempt was made at Meridian to operate trains to-day, and no violence is apprehended unless the road should attempt to put negroes on.

Perishable freight was sent out from Cairo, Ill., to-day, and everything was quiet, with no indication of trouble.

CLERKS SWITCH IN THE YARDS.

General Counsel Gives a Statement to the Public.

REPUBLIC SPECIAL.

Mobile, Ala., May 11.—E. L. Russell, general counsel of the Mobile and Ohio Railroad Company, to-day said to The Republic representative:

"Since the strike was declared on Saturday at 12 o'clock every passenger train has continued to run on schedule time from all terminals to St. Louis, Montgomery and Mobile. There have been some interruptions and obstructions to the movement of freight trains at Tuscaloosa, Ala., and at Jackson, Tenn., and some obstruction to the movement of freight trains on the St. Louis division.

"The old conductors, with few exceptions, ignored instructions of the order and are performing their duties.

"The employes in other departments of the service, even those in the headquarters building, have volunteered and are now engaged in switching in the yards, running as baggagemasters and flagmen on passenger trains and brakemen on freight trains.

"In East St. Louis, Mobile, Montgomery, Meridian and Cairo, the yards are all being relieved of congestion, switch engines are being unobstructedly operated.

"The general manager has given the strikers until to-morrow morning at 7 o'clock to return to the service without prejudice. I am persuaded many of them will return."

$47.50 to California and Return
Via
MISSOURI PACIFIC RAILWAY.
Tickets on sale May 3, 12, 13, 14, 15, 16, 17 and 18, good for returning until July 15. Only line running through standard Pullman Sleeping Cars. Tri-weekly service of Pullman Tourist Sleeping Cars. City Ticket Office S. E. Cor. Sixth and Olive streets.

INITIAL CEREMONIAL VISIT.

King Edward and Queen Alexandra Go to Scotland.

London, May 11.—King Edward and Queen Alexandra, accompanied by large suites, left London to-day to pay their first ceremonial visit to Scotland. They will arrive at Edinburg this evening. They were greeted by big crowds while driving in semi-state to the station, escorted by a detachment of the Household Cavalry.

The King and Queen arrived at Edinburgh in the afternoon and were enthusiastically welcomed. They were met by Danforth of Burleigh, Secretary of Scotland; the Earl of Errol, Lord High Constable of Scotland; Lord Rosebery; Sir Archibald Sunder, commanding the forces in Scotland, and the Lord Provost and members of the Corporation in their official robes.

While a salute was fired from the castle the keys were presented to the King, who returned thanks, saying they could not be in better hands than those of the Corporation. After the ceremony the King and Queen were driven to Dalkeith Castle, escorted by life guards.

Election Assessments Leave Surplus.

John Elispermann, Jr., secretary of the Board of Election Commissioners, sent $22 to the City Treasurer yesterday, which amount is the surplus accruing from the assessments levied pon delegations and candidates for nomination to the election April 7, after the expenses of the primaries were paid. The total amount derived in this way was $2,090, and the surplus of $822 is the largest balance ever turned over to the City Treasurer from this fund.

Dr. Deimel (LINEN-MESH) Underwear

Wearers of the Dr. Deimel Underwear do not mind drafts and do not worry about changeable weather. They are always comfortable and well protected.

Booklet telling all about them and the garments may be had

AT LEADING DEALERS EVERYWHERE

The Deimel Linen-Mesh Co.,
491 Broadway, New York.

OPTICIANS CUT
SPECTACLES AND EYEGLASSES
From $1.00 Up.
Examination Free.
EGGERT & FISHER,
317 N. 7th Street,
BETWEEN OLIVE AND LOCUST.
OCULISTS' PRESCRIPTIONS FILLED.

MISS BURGESS OF COLUMBIA TO WED DR. HAVERSTICK TO-DAY.

MISS JULIA BURGESS, of COLUMBIA, MO

Who will be married to-day at the bride's home.

DR E J HAVERSTICK OF ST LOUIS

The wedding of Doctor G. W. Haverstick of No. 4283 Maryland avenue and Miss Julia Burgess of Columbia, Mo., will take place to-day at the bride's home.

The young couple have endeavored to keep their marriage a secret, and Doctor Haverstick did not inform even his most intimate friends of the object of his trip to Columbia.

He will depart for Columbia this morning and after the ceremony Doctor and Mrs. Haverstick will return to St. Louis, where they will be at home at No. 4263 Maryland avenue.

The carefully laid plans of the young couple for secrecy were frustrated by an old friend upon whom Doctor Haverstick had once played a similar trick.

Doctor Haverstick is regarded as one of the most competent and enthusiastic physicians of the younger school. He is a graduate of the Marion-Sims-Beaumont Medical College.

He was born at Cape Girardeau and completed his literary education in the schools at that place. Recently he had lectured at the College of Physicians and Surgeons.

Miss Burgess is a popular member of Columbia's younger social set, and is also an accomplished musician. She is a graduate of the Missouri State University and had studied music at Stephens College.

GOVERNOR YATES USES VETO ON "SALARY GRAB" MEASURE.

Financial Condition of Illinois Does Not Justify the Proposed Increase in Pay, He Says—Also Sends the Embalmer's Act to a Quiet Resting-Place, and Announces His Opposition to the Creation of New Boards.

FLAGRANT ERRORS FOUND IN THE ENGROSSMENT OF BILLS.

REPUBLIC SPECIAL.

Springfield, Ill., May 11.—Two vetoes, disapproving important measures, were filed by Governor Yates with the Secretary of State late this evening. The measures are what are known as the salary grab and embalmer's acts.

The salary bill doubles the salary paid to members of the Legislature, making the amount $2,000. In a long written opinion, Governor Yates gives argument and reason why in his opinion the bill should fail to receive official approval.

"I return this bill with my disapproval," states the message, "chiefly because I do not believe that the financial conditions of the State justify the increased expenditure."

Governor Yates reviews the difficult task it has been to secure from the recent Legislature appropriations for the erection of the small cottages at the charitable institutions to care for blind, insane and infirm persons who are the charges of the State government. The appropriations of the past several sessions of the Legislature have increased each two years at the rate of about a million dollars, but the executive opposes a further increase for salary purposes.

SALARY BILL VETO EXPECTED.

For many days it has confidently been expected that the salary bill would be vetoed. There are those who are not friends of the executive who say to-night that had the bill increasing the Governor's salary been passed he would not have vetoed the bill increasing the salary of the Representatives and Senators.

The Governor's increase as proposed in the measure was from $5,000 to $10,000, but the bill ran amuck in the Senate, where the Appropriations Committee failed to report it out after the bill came from the House, where it was passed.

Another long message is filed with the veto of the embalmer's act, which was for the purpose of regulating embalming and the disposal of dead bodies, and for a system of registration and licensing of embalmers. The measure provided for an examination, conducted by a committee appointed by the State Board of Health and consisting of three licensed embalmers and two physicians. Governor Yates says the board or committee is unnecessary. Embalmers are now licensed by the Board of Health and he sees no reason for an additional board. The executive says he sees no reason why board or committee might not in the future become a fixture of the State government and call on the State for regular appropriations for support.

Governor Yates is seriously opposed to the appointment of boards in this matter, but says the bill is not so objectionable on this ground as the nurses' bill, vetoed last Saturday.

OTHER MEASURES ARE DOOMED.

Two other important measures will be vetoed on this ground, it is now confidently believed. One is Senator Clarke's dentist bill; the other is the appropriation bill to purchase old Fort Massac. Both provide for the appointment of boards from selections made by societies. The executive holds that government by society is contrary to the spirit of the Constitution, which provides for the election of State officers by a direct vote, giving into the hands of the executive power to appoint lesser officers.

The omission of an amendment comprising the word "willfully" in the enrolled and engrossed copy of the convict labor bill presented to the Governor has made serious trouble for the bill. The measure was signed late this afternoon, and not until an hour later was the omission discovered. No doubt the enemies of the bill who fought it in the Legislature, hoping to preserve the fat contracts that have been long enjoyed in the State penal institutions, will find sufficient grounds in the omission to take the fight into the Supreme Court.

In an interview late to-night Governor Yates explained that the omission was discovered and the word inserted before he attached his signature. To-night the bill shows that a word has been inserted between the lines in the enrolled and engrossed copy.

ERRORS IN ENGROSSED RECORD.

Any number of serious blunders and clerical errors have been found in the enrolled and engrossed bills brought to the Governor for executive approval. More than a dozen bills already have been returned to the clerks for correction.

There are two bills number "681." One is the $100,000 appropriation for completing the construction of the Macomb Normal School. The other is the $10,000 appropriation for a survey of the Cache River in Southern Illinois. The synopsis shows that the number belongs to the river survey, and unless the correct number of the normal-school appropriation can be found, the bill will fail to become a law. Two bills were found in the batch sent to the Governor for approval that had failed to pass both branches of the Legislature.

LIST OF SIGNED BILLS.

Bills were signed to-day as follows:

The convict labor; establishing free employment agencies. The bill is the same as the law recently declared invalid by the Supreme Court, with the unconstitutional section left out. The bill has an emergency clause and goes into effect immediately.

Fixing the time for holding court in Champaign County. Legalizing a flaw in the bond issue and franchise rights of the Tri-City Railway Company, including Rock Island, Moline and Davenport.

Authorizing counties to contribute not to exceed $150 per annum for the relief of blind persons who have an income of less than $250 per year.

Requiring street-car companies to provide vestibules for employes during the months of December, January, February, and March.

Providing in cities between 20,000 and 50,000 population local improvements shall be made only on a petition signed by more than one-half of the abutting property owners.

VISITORS AT ST. LOUIS HOTELS.

—P. J. Conner of Cape Girardeau, Mo., arrived at the St. Nicholas yesterday.

—Mr. and Mrs. R. M. Lewis of Osceola, Ia., are at the Lindell.

—A. C. Goode of Richmond, Va., is registered at the Planters.

—Regaten Levergne of Nantes, France, is stopping at the Southern.

—Mrs. C. D. Smith of Joplin, Mo., is a guest at the New St. James.

—H. G. Nelson of Madison, Wis., has rooms at the Laclede.

—Mr. and Mrs. G. L. Randolph of Pueblo, Colo., are at the Moser.

—George T. Elridge of Leadville, Colo., was at Horn's yesterday.

—Robert W. Jackson of Rochester, N. Y., is registered at the St. Nicholas.

—J. M. Terry of Marshall, Mo., spent yesterday at the Lindell.

—Alexander Glass of Wheeling, W. Va., is a guest at the Planters.

—C. O. Bushby of Nokomis, Ill., has rooms at the New St. James.

—C. B. Swain of Milwaukee, Wis., is stopping at the Southern.

—F. V. Crouch of Iola, Kas., was among yesterday's arrivals at the Laclede.

—Mr. and Mrs. Thomas D. Fowler of Houston, Tex., are at the Moser.

—N. J. Harriman of Pine Bluff, Ark., was at Horn's yesterday. Colorado.

—John P. Montrose of Chicago, Ill., spent yesterday at the St. Nicholas.

—F. W. Dale of Hartford, Conn., is registered at the Lindell.

—R. A. Wells of Kansas City, Mo., is a guest at the Planters.

—Mr. and Mrs. W. P. Flaherty of Milwaukee, Wis., are at the Southern.

—J. G. Cashman of Vicksburg, Miss., is stopping at the New St. James.

—Mr. and Mrs. George Chalmers of Maxwell, Ontario, are at the Laclede.

—George A. Henrich of Cincinnati, O., is registered at the St. Nicholas.

—D. L. Roberts of Centralia, Mo., is stopping at the Lindell.

—A. Bee of Guadalajara, Mexico, spent yesterday at the Planters.

—W. J. O'Hagan of Charleston, S. C., has rooms at the New St. James.

—Girard Reiter of Vincennes, Ind., is stopping at the Southern.

—D. O. Finney of Mountain Lake, Minn., is a guest at the Laclede.

Westerners in New York.

REPUBLIC SPECIAL.

New York, May 11.—Among the arrivals at the hotels here to-day were the following Missourians:

St. Louis—R. D. Belleville, Mrs. M. Lambert, Holland; Mrs. M. Hubert, Mrs. A. Heynen, Mrs. J. Kunkel, Fifth Avenue; L. Levis, E. Levis, F. J. Linhoff, E. J. Dunbar and Mrs. Dunbar, Hoffman; C. N. Markle, C. H. Howard and Mrs. Howard, Walbert; G. C. Baker, J. L. Singer, J. V. Phillips, Herald Square; T. M. Moore, Manhattan; Mrs. L. M. [illegible], Imperial; A. [illegible] Blankenmeister, A. F. Blankenmeister, Union Square; B. Knight, Albert; F. Turner and Mrs. Turner, Rossmore; A. Evans, Ashland.

Kansas City—H. Von Mucath, J. W. Wilson, W. J. Zimmerschild, W. A. Repp, Victoria; F. Howe, Manhattan; T. P. Ruddy, Herald Square.

St. Joseph—F. W. Holliy and Mrs. Holliy, Victoria; A. J. Aronson, Navarre.

STUDENTS DREW CAB A MILE.

Kirksville Debaters Taken to Depot by Tandem Team of 100.

REPUBLIC SPECIAL.

Kirksville, Mo., May 11.—Messrs. L. A. Moorman and John T. Urphy and Miss Gertrude Heller, debaters representing the Kirksville Normal School, accompanied by Miss Mabel McHendry and Professor W. J. Shepard, departed this morning for Peru, Neb., where the first three are to debate with a team from the Nebraska Normal School on the question that the fifteenth amendment of the United States Constitution was a national mistake. Missouri affirms.

The Kirksville debaters were taken from the normal building to the railroad station, a distance of nearly a mile, in a cab decorated with the school colors, drawn by 100 students and escorted by 500 other students.

UNDERTAKERS MEET IN ANNUAL SESSION.

Sixteenth Convention of Missouri Funeral Directors' Association Opens at Lindell Hotel.

MAYOR WELCOMES DELEGATES

Reports of Officers Show Organization to Be in Prosperous Condition—Papers and Lectures by Members.

The sixteenth annual convention of the Missouri Funeral Directors' Association opened at the Lindell Hotel yesterday. One hundred and twenty-five delegates, representing every section of the State, responded to the roll call. Fifty more members are expected to-day.

At the morning session yesterday routine business, such as the appointment of committees, president's address and receiving of applications for membership, took up the time. The visiting delegates were welcomed to the city in an address by Mayor Wells. G. B. Hickman of Butler, former president of the association, responded.

In the afternoon, President R. Meierhoffer read his address, which shows the association to be in a more prosperous condition than at any time in its history. This fact was also developed by the reports of the secretary and treasurer. A paper on "Sanitary Precaution While Embalming," was read by Professor G. H. Sherve. A lecture on visceral anatomy was delivered by Professor Hohenschuh.

Professor Hohenschuh in the evening delivered a lecture on "The Modern Funeral—Its Management." The lecture was illustrated by stereopticon slides, showing advanced methods of handling funerals.

The purpose of the association is educational. At its annual meetings papers are read of subects of interest to undertakers and views and ideas exchanged. The association makes no effort to control prices or organize for business purposes. The membership includes many of the most prominent undertakers in Missouri.

This morning's session will be taken up with reading papers and scientific and technical lectures by members. In the afternoon a lecture and practical demonstration on cadaver will be given by Professor Hohenschuh. There will be no set programme for the evening.

To-morrow morning the final report of the Finance Committee will be presented, officers elected and a time and place set for the next convention. In the afternoon delegates will meet at the Lindell Hotel and go in a body to Forest Park to witness a ball game between funeral directors and manufacturers. After this they will visit the World's Fair grounds.

INTRUSIONS AT FUNERALS.

Complaints Made of Practice at Private Burials.

Complaints have been recently made regarding the intrusion which private funerals are subjected to in the cemeteries by those who are not even acquainted with the mourners. In speaking of the matter yesterday, an attache of one of the cemeteries said:

"Funerals are, of all things, private, or should be. To subject the family attending to the impertinent curiosity of any who chance to be on the grounds and choose to intrude themselves upon the family at such a time is an impertinence. It has come to such a pass that managers of cemeteries will be forced to furnish protection from this breach of decency by employing an officer to warn intruders who seem to be oblivious to the fact that their presence is offensive."

THEIR MARRIAGE LEGALIZED YEAR AFTER WIFE'S DEATH.

Ceremony in New York Under Canadian Divorce Recognized in Special Bill Just Signed.

REPUBLIC SPECIAL.

Albany, N. Y., May 11.—Governor Odell to-day signed Assemblyman Nye's bill, legalizing the marriage of Albert K. Shorey of Cornwall, Orange County, and the late Catherin Cacouna Buntin, who has been dead nearly a year.

The woman had been divorced from her former husband by an act of Parliament of Canada, where she and a former husband had lived. Upon advice the parties were married at Cornwall, but subsequently discovered that under the New York law their marriage was illegal and their children illegitimate.

After the death of Mrs. Shorey, her former husband, a Mr. Hart, sued the estate for the whole of Mrs. Shorey's interest in behalf of four children by that marriage.

Mr. Shorey intervened, claiming title to one-third interest in behalf of his two children. Mr. Nye's bill is intended particularly to legitimize the two young children.

YACHT FOR JOHN W. GATES.

Boat Will Be on Exhibition in St. Louis, on Trip to the Gulf.

REPUBLIC SPECIAL.

Racine, Wis., May 11.—A steel steam yacht is to be built for John W. Gates, the Chicago millionaire, which is to cost complete $85,000 at the Racine Boat Manufacturing Company's plant.

The boat will be fitted throughout in mahogany. The forward cabin will comprise a large drawing-room, owner's stateroom and bath, three large guests' staterooms, also with baths.

The staterooms and cabins will be fitted throughout with velvet carpets and rich draperies. The yacht when completed is to be delivered at Port Arthur, Tex., the trip from Racine being by Chicago, then through the canal to the Mississippi River and the Gulf of Mexico. It will be on exhibition at St. Louis on the way south.

Telephone Inspector's Hand Burned.

Inspector George W. Ross of the Missouri Telephone Company was seriously burned on the left hand while examining a telephone in the jewelry store at No. 1009 Washington avenue yesterday afternoon at 2 o'clock by the explosion of a fuse. He is 25 years old and lives at No. 4012 North Grand avenue.

GUIDES OF THE RUSHING RAILWAY TRAFFIC.

E. J. MANION H. B. PERHAM J. S. QUIRE

L. W. QUICK A. D. THURSTON

Some of those who are attending the convention.

THRILLING LIVES OF THE MEN NOW IN BIENNIAL CONVENTION.

Telegraphers, Many of Whom Are Dispatchers, Responsible for the Safety of Hundreds of Trains, Hold First Session of This Year's Meeting in St. Louis—Incidents Involving Tragedies or Catastrophies Narrowly Averted Recalled by Delegates as Part of the Inner History of Their Risky Calling, in Which a Mistake Costs More Dearly Than in Any Other, and Can Never Be Rectified.

UNITED STATES, MEXICAN AND CANADIAN LINES REPRESENTED

Three hundred accredited delegates of the Order of Railway Telegraphers, many of whom as train dispatchers, have for years been entrusted with the safety of thousands of travelers, are holding their biennial convention this week at Odd Fellows' Hall, Ninth and Olive streets.

Of these railroad workers the public knows little. Yet, upon every journey by rail, no matter how short, the traveler is absolutely and blindly in the hands of a dispatcher, who sits in some dingy office amid the ticking of Morse instruments somewhere along the line or "division."

The business of the meeting is conducted behind closed doors. Officers of the organization—H. B. Perham, president, and L. W. Quick, secretary—state that the work to be done is of routine nature.

It is said, however, that the matter of effecting a closer affiliation with other railroad organizations may be taken up, and that something probably will be done in this direction. President Perham declared that no dissatisfaction existed with regard to the wage scales.

DELEGATES ARE RETICENT.

Yesterday the time was consumed in seating delegates. The examination of credentials will continue to-day. Then come the reports of grand officers and election of officers. The sentiment, at this time, is that Perham and Quick will be re-elected, but that changes will be made for minor officers and the directorate.

In regard to the business of their organization, the delegates are reticent. With regard to their life work, and their experience, they also are reticent, at first, simply because they regard, as a very ordinary fact, the job of so maneuvering a score of trains running in opposite directions, some plunging along at a terrific speed on a single track, so that none will collide, and that all will reach their various destinations in safety and on time.

The dispatcher's office generally is at some out-of-the-way corner of a railroad yard. It is most often a room in which appearances are not considered.

Downtown, are the expensively fitted up passenger offices, and the headquarters of the magnates. But there, among the network of tracks, in a dismal building, in a dismal office, are the class of men now meeting here, who are the unseen guides of the rushing American traffic.

WORK 'MID RUSHING TRAINS.

The clicking of the dozen or more telegraph instruments, the puffing, and the clanging bell, of passing engines is the music to which they work. Before each is an immense sheet of paper, often eight or ten feet long and half as wide.

Upon this is every station on the division, and a column for marking every train upon the line. Literally, upon this sheet of paper, the trains are running. Reported from operators at the stations, they are recorded. The sheet should show every train of every description on the division, and from it the dispatcher knows where—let us say, for illustration—eastbound No. 1 can pass westbound No. 2, and sends his order accordingly.

There is much more that these dispatchers must know—for instance, every grade on the line, and make allowances for the extra time which a heavy freight will require to climb the incline. If a mistake is made, if the dispatcher's mind roves a moment from his task, then almost certainly will come a catastrophe, sudden death for many, and a subsequent living death for the dispatcher.

Many of those attending the convention can look back upon years of such experience. In their casual talking last night a few recalled many incidents of both a humorous and a tragic vein. J. S. Quire and W. A. Davidson, both of the Southern Pacific, conversed concerning the most serious accident in the history of that line and its cause.

ALTAMONT TUNNEL DISASTER.

Upon the Western division of the Southern Pacific is a long tunnel called the Altamont Tunnel. "A work train about ten years ago," said Mr. Quire, "was out upon the line to the east of that tunnel. A special was eastbound. That work train was ordered by a dispatcher, whom I knew, to come on west to the station beyond the tunnel. Later, the dispatcher, forgetting the work train, gave the special a clear track.

"The latter had no sooner pulled out of the station than the dispatcher realized what he had done. Then, how could he remedy it? Well, he ordered out the wrecker. There were, I think, thirteen killed. The trains met in the tunnel.

"How could that man have made that mistake? I have been thirty-three years a dispatcher, and I never have been able to understand such things or to account for them. It was just a mistake or a lapse of memory, that in any other business would have cost nothing, but that in this instance cost many lives, to say nothing of property. The dispatcher in question was ever after a nervous wreck.

"A similar thing occurred in that New York wreck the other day. The engineer of a fast express, an experienced man, saw the semaphore pointing out direct at right angles, a silent order to stop, but he did not heed it. Why did he do it? He's dead now, poor fellow, and can't explain.

HUNDREDS OF MESSAGES A DAY.

"I don't think the average man fully understands the responsibilities upon a train dispatcher. I have known, upon my present division, fifty-four miles, six dispatchers to handle 450 orders during their eight-hour trick. Our system, which we flatter ourselves is one of the best in the United States, involves giving every man a margin in which to think for himself. It is too intricate to explain in detail, but say we want to arrange a meeting place for Nos. 1 and 2, east and west bound, respectively, the two 'flyers' of the road. It reads simply, 'Meet No. 2 at Lumas,' or whatever the train number and station may be. It is doubled, or sent to both at the same time. Many roads make the orders much longer and detailed, but we believe in giving certain latitude to all the trusted employes.

"The impression must not exist that dispatchers are responsible for the majority of wrecks. They are responsible for but few, but those few are enough."

MEN FROM CANADA HERE.

The Canadian lines have their share of representatives. One dispatcher, M. McLaren, from Halifax, Nova Scotia, of the Intercolonial line, relates an unenviable moments that were his not three weeks ago.

He went off duty at 10 o'clock at night. He was asleep two hours later, when a messenger rushed to his house from the superintendent, and, waking him, cried:

"There's been a wreck, four killed, and the superintendent wants you."

Just before going off duty he had dispatched a train to the point at which the wreck occurred. He imagined that he was responsible and that the superintendent had sent for him to make a statement.

Entering the office McLaren asked, "Was it my fault?"

"Oh, no," was the answer. "I needed an extra man."

"You cannot appreciate my feeling of relief at that moment," said McLaren.

Many others besides Quire tell of their Western experiences. R. P. Rubin, L. H. Woolsey and L. A. Tanguary are of Colorado, the two former of the Denver and Rio Grande.

Woolsey tells a Montana story. A freight train ascending a grade broke in two. One car in the middle was cut loose on either side, and, becoming derailed, was plunged down a mountain side. The two sections of the train were recoupled without accident. It then proceeded to the terminus of the division, where the cars were "checked up." One was missing. It became a great mystery, and the truth was not known for three weeks.

WRECK NARROWLY AVERTED.

"Every telegrapher in the business can recount at least one experience," said T. A. Brown of Detroit, "in which he can tell of a bad case of nervous prostration, brought on by the fear that he made some serious mistake in handling trains.

"I was on the day 'trick,' and when I reported one morning the night man said nothing that would indicate that any of the trains were late. Everything appeared clear on the western division of the Grand Trunk—and I was devoting my time to the East. Nine passenger trains had departed from the eastern end of the division during the night, or early morning, prior to my watch.

"About 8 o'clock I went outside and saw that the train signal, or the order board, as we called it, was turned for a stop.

"I was puzzled. I knew that I hadn't turned the board and I knew that I had not received orders for a Western train. I supposed that the board had been turned unconsciously by someone, so I reversed it.

FIVE MINUTES' SUSPENSE.

"About ten minutes later a freight train from the West thundered by at the rate of about forty miles an hour.

"I turned to the night pad of the trainbook and saw that the freight train was due to have passed at 3 a. m., but that it was five hours late. The night operator had been told to hold it to allow two passenger trains to pass.

"You can well imagine my feelings. I hastily turned to the instrument and wired the operator at the next station that I had allowed the freight train to pass. I got a quick response, 'Wait a minute,' and heard no more.

"I had not the remotest idea as to why the operator had given the response, 'Wait a minute.' In five minutes the wire was opened and the operator to whom I telegraphed sent this message: 'Everything O. K. Caught the first passenger as she was pulling out. Train stopped. Flagmen out both ways.'

"It happened that just as I sent the telegram the first passenger train, due at my station ten minutes later, was pulling out and by a great sprint the operator caught it, flagged the engineer and held the train."

NEW OIL LEAD AT NEVADA.

Flow Struck in Bellamy Field at Depth of 150 Feet.

REPUBLIC SPECIAL.

Nevada, Mo., May 11.—The oil excitement in this vicinity is growing, and was given a new impetus to-day when news reached here that the Missouri Oil and Asphalt Company's drill had struck oil in the Bellamy field. President Harlan arrived soon afterwards and stated that the drill had struck oil at a depth of 150 feet, but that drilling would continue until it was thoroughly demonstrated whether a gusher could be struck.

He says the oil now encountered is of a very fine quality and is in paying quantity. The Bellamy field land has increased in value so much that land cannot be purchased at anything like a reasonable price.

People are now offering fancy prices for leases, but the owners have become so interested in the drilling that they refuse to lease their land.

BODY FOUND IN THE RIVER.

Disappearance of Mrs. Augusta Harper Lynde Is Explained.

New York, May 11.—The body of Mrs. Mary Augusta Harper Lynde, who disappeared from her home in this city about two weeks ago, was found to-day floating in the North River.

Mrs. Lynde was the daughter of James Harper, founder of the Harper Publishing Company, and the widow of Charles R. Lynde, who died several years ago, leaving a large fortune.

Employes Desert St. Louis Trains.

REPUBLIC SPECIAL.

Percy, Ill., May 11.—M. & O. brakemen and conductors on one north and one south bound freight trains, deserted their trains at Willisville, south of here, to-day and returned to East St. Louis on the evening passenger train. One crew also deserted their train here yesterday, and the train is still here. No violence is being offered here to the men who have taken the strikers' places, and the town officials are assisting in keeping down any disorder.

DEATH TAKES FIRST PRESIDENT, KNIGHTS OF FATHER MATHEW.

Thomas Fox's Entire Life Was Devoted to the Uplifting and Betterment of His Fellow-Man.

Thomas Fox of No. 2629 Washington avenue died yesterday morning of pneumonia after a short illness. By the death of this unassuming and comparatively obscure man St. Louis has suffered the loss of a citizen whose life and deeds have contributed much to the uplifting of humanity, the public morals of the city and the public welfare generally.

Born in St. Louis more than sixty years ago, he devoted his life to works of charity, benevolence and temperance. Thirty-one years ago he organized and was the first president of the Knights of Father Mathew, which now numbers in this city alone more than 3,000 members.

Measured by his wealth, his public prominence, his education or by any striking gifts, Thomas Fox could not be considered a great man; but he possessed other qualities that stand for the strengthening of the social and moral fabrics of a community.

Solemn requiem mass will be celebrated at St. Bridget's Church to-morrow morning at 9 o'clock. The funeral cortege will be preceded by the uniform rank of the Knights of Father Mathew, headed by Seymour's Band, to Calvary Cemetery.

JAMES FOX,
First president of the Knights of Father Mathew, who died yesterday.

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