

A. H. Simon
32 East Main Street
MARSHALLTOWN, IA.
The Style Store

Styles
fresh with the
Touch of Spring



Waists
Lace Trimmed
Waists
Embroidered
Waists
Tailored

500

just received
and on sale
at

95c

Your Choice
They are worth
up to \$2.00

Sweaters
for Ladies
Sweaters
for Misses
Sweaters
for Children

at from
\$1.00

up.
Just in. No Left
Overs. Come Quick!

A. H. Simon
32 East Main Street
MARSHALLTOWN, IA.
The Style Store

INVESTIGATION OF WRECK COMMENCED

RAILROAD COMMISSIONERS BE-
GAIN PROBE TO LEARN CAUSE
OF GREAT DISASTER.

MANY RAILROAD MEN ARE
SUMMONED AS WITNESSES

Engines Which Pulled Wrecked Train
Backed Up Because Pilot Who Was
Killed Thought They Could Not Be
Turned Here—According to Train's
Time Was Running Twenty-Two
Miles an Hour.

The railroad commissioners of Iowa began this morning the formal, and what gives promise of being a searching investigation of the terrible wreck of the Rock Island train on the Great Western, near Green Mountain, on the morning of March 21. There was no means of telling at noon how long the investigation would continue, but it may not be finished today.

Many officials of the Great Western, Rock Island and Northwestern, in addition to a large number of employees of the Great Western and Rock Island were summoned to appear to give testimony, or came to attend the investigation.

Six Witnesses Examined.
Up to noon when the hearing adjourned for lunch, six witnesses had been examined. They were Division Superintendent F. H. Hammill, of the Northwestern; Division Superintendent J. A. Gordon, of the Great Western; W. H. Gilbert, Great Western conductor, who reported a detoured Rock Island train on the day of the wreck; W. A. Staley, operator for the Great Western and Rock Island at Waterloo; F. C. Baikle, of Des Moines, night chief train dispatcher, of the Great Western and R. I. Beale, Great Western operator in this city.

Much of the testimony of the witnesses was purely preliminary and a great deal of it touched only indirectly on any of those things connected with the catastrophe which overtook the Rock Island trains No. 21 and 19.

Dead Pilot Important Factor.
Whether or not it was because the two locomotives were backing while pulling the wrecked train, that caused it to be wrecked, it was brought out in the testimony this morning that the reason the engine was backed was because John White, of Des Moines, the conductor who piloted the train and who was killed, believed that the engines could not safely be turned on the Great Western "Y" in this city. Because he said the engines could not be turned he was instructed to back them. This was testified to by F. C. Baikle, the night dispatcher in Des Moines, who handled the train orders and R. I. Beale, the Great Western operator in this city.

Engines Too Heavy For "Y."
Beale, who is very boyish in appearance, but who said he was 21 and had had four years experience as an operator, was the most important witness of the morning session in regard to the reasons why the engines were backed. He testified as nearly as he could remember the conversation he heard between Jake Nauholtz, the stock and pool hall owner, and the Rock Island conductor of train No. 19, who was killed and White, the pilot, which took place in the telegraph office here. Beale said that he heard Nauholtz ask White if he was going to turn the engines. White told the conductor, Beale said, that he did not think the engines would go around the "Y" because they were too heavy and too long and the "Y" curve was too short. The conductor then asked Beale to ask the dispatcher if they could back up. Beale said he did so and Baikle then asked for reasons why the engines could not be turned. When told over the wire that White said they would not go around the "Y" curve, Baikle wanted to know why they would not. White's reasons were then given to the dispatcher over the wires, who then replied to back them.

All the important details of this evidence were substantiated by Baikle, the train dispatcher.
Another Engine Had Backed.
The ill-fated train, the testimony developed, was not the only Rock Island passenger train of the day that was pulled by an engine backing up. W. Gilbert, a Great Western freight conductor, while on the stand told of piloting Rock Island train No. 22, detouring from Waterloo to Marshalltown over the Great Western. It was pulled by an engine backing up, and it passed safely over the spot where the wreck occurred and pulled into this city only twenty-five minutes before the train that was wrecked left here. The reason for this engine backing was because it could not be turned at Waterloo without a delay of from two to two and one-half hours, and the Rock Island turn table at Cedar Falls was out of order.

Gilbert said the train he piloted averaged about twenty miles an hour. He said that he noticed nothing wrong with the track where No. 19 went off, and that the engine rode well all the way from Waterloo.
Running Twenty-Two Miles An Hour.
According to the testimony given by Division Superintendent J. A. Gordon, of the Great Western, and the time of the arrival of the wrecked train at Green Mountain and the distance it had to go before it was wrecked it was running at the rate of about twenty-two miles an hour.

Mr. Gordon produced the road's train sheet for the day which showed the train left here at 7:35 and arrived in Green Mountain at 8:05, a distance of seven and nine-tenths miles. From there to the wreck was about four miles. The wreck occurred at 8:18, so the four miles were covered in eleven minutes, or at a rate of trifle less than twenty-two miles an hour. The company's maximum rate for backing engines pulling trains, Mr. Gordon said, was twenty-five miles an hour.

Ran 227 Feet Off Track.
Gordon said that from the place on the ties where marks of the flanges of the wheels could be found to the rear end of the engine next the first car was 227 feet. He said the distance had been measured, and it indicated the distance the engines had run on the ties after leaving the rails and before they top-

pled into the clay bank of the cut and came to a stop.

Regarding the condition of the track he said that he had passed over it twice on the Saturday before the wreck and that it appeared to be in a normal and fair condition. According to his testimony the head tender that led the train was very little damaged. The evidence of the other witnesses who were examined this morning was unimportant insofar as it touched directly on any probable causes for the wreck or details in connection with it.

OBITUARY.

Washington.
George Washington, colored, aged 86, died in the soldiers' hospital at 6:05 Monday evening of cardiac asthma. He was born in Virginia in 1823, enlisted in Company K, United States colored troops, in Saline county Missouri and was discharged at New Orleans. He was admitted to the home from Council Bluffs Nov. 19, last. He was a widower and leaves four children. They are Clark and Jacob Washington, Mrs. Georgia Thompson and Miss Katie Washington, of Council Bluffs.

Funeral arrangements are not completed pending word from the relatives.

MARRIED.

Mainard-Fredrickson.
Mr. William Mainard, of Sullivan, Ill., and Miss Anna Fredrickson, daughter of Mrs. William Haack, of this city, were married Monday afternoon in the office of the officiating justice, I. S. Millard. The couple will reside here for the present.

DEATH LIST FIFTY-ONE

Death of Dr. G. W. Newman, of Mt. Vernon, Mo., Brings Number of Wreck Victims to One Beyond Half Hundred Mark—Body Goes to Mt. Vernon.

Dr. G. W. Newman, of Mt. Vernon, Mo., who died at St. Thomas hospital Monday night as a result of shock due to injuries received in the Rock Island wreck of a week before, brings the number of dead as a result of the wreck to fifty-one. Dr. Newman's daughter, Mrs. Hattie Grace McManus, of St. Paul, was with him when he died.

Dr. Newman's body will be sent to Mt. Vernon for burial, and will leave in charge of Mr. and Mrs. McManus and Tom G. Newman, of St. Paul, this evening. Mr. Newman and Mr. McManus reached the city this morning. Dr. Newman was 76 years old, and while his injuries were not serious his advanced age reduced his recuperative power to such a degree that he was not able to withstand the shock.

CONFER WITH STRIKERS.

Marshalltown Club Hears Statement From Lennox Strikers.
A committee of the Marshalltown Club met a committee of the Lennox Machine Company strikers at the office of President George Gregory, of the club, late Monday night. The object of the club is to do what it can to bring the management and the workmen together. The grievances of the men were heard, and the committee will hold another meeting among themselves to determine what action the committee will take.

CRUM PLEADS GUILTY.

Pool Hall Owner Confesses Guilt and is Fined \$50.
Frank Crum, indicted by the grand jury Saturday for conducting a gambling house, entered a plea of guilty in the district court this morning and was fined \$50 and costs.

A Very Considerate Council

If ever there was a considerate and lenient city council toward a public utility company which has been overcharging the people and underserving the community thru a long period of years, it is the present city administration. Here is the city council deliberating over a set of rate ordinances which propose rates not nearly as low as many another city of similar population has enjoyed for years while the mayor presents a proposition for purchase of the plant which is based upon a representation that the company's earnings now are \$35,000 per annum and will, under the proposed reduced rates, increase to \$56,000 per annum in a very few years. The mayor is a shrewd and successful business man and has been negotiating with the president of the company. It must be assumed that he is informed as to the earnings.

Now, it is known that three different sets of engineers have appraised the company's property within recent years and that all have practically agreed on \$200,000 as the value of the plant before these recent improvements were made. The money proposed on it is \$150,000, leaving \$50,000 as the actual equity invested. If the earnings will be \$35,000 this year, after the new rates are in force, as the mayor predicts, then the new rates proposed in the Hull ordinances will leave Jones & Hovey 52 per cent profit on their actual equity after interest charges have been paid. A city council which is proposing to leave a public utility company any such profit as this must have the buck as to what it would make its rates a little lower.

And again, remembering that the mayor plans to put into effect under municipal ownership rates equally as low as proposed in the Hull ordinances, it must follow that if the net earnings would reach \$56,000 in the seventh year under city management, it would be the same under Jones & Hovey's management. This is an admission after careful conference with President Jones that the net earnings under the Hull schedule of rates will rise to more than 42 per cent on his actual equity even after he has spent \$50,000 for betterments.

It would seem that if the mayor has a straight tip as to what the earnings would be under the new Hull rates that President Jones ought to be dreadfully worried for fear Hull might be struck by lightning and ruin before his ordinances were passed. But our friend Jones has figured himself safe. He proposes in his option to the mayor to have the people of Marshalltown pay him \$95,000 for his good will over and above the actual

ANNUAL ELECTIONS TOWNS OF COUNTY

IN MOST INSTANCES THERE WERE
NO CONTESTS AND ELEC-
TIONS WERE QUIET.

CITIZENS' TICKET AT
MELBOURNE ELECTED

Contests Waged Only on Part of Can-
didates, Both Tickets being Headed
By Bollenbacher For Mayor—Results
in Other Towns of the County An-
nounced.

The annual elections were held Monday in all of the incorporated towns of the county with the exception of Clemons, where a misunderstanding as to the date seems to have resulted, and the impression was gained that the election was not to be held for another year.

Most of the towns were devoid of contests, one ticket being agreed upon in caucus. At Melbourne there were two tickets, the citizens' and independent, but both were headed by W. H. Bollenbacher for mayor. The citizens' ticket won by a good majority. Those elected on this ticket were: Mayor, W. H. Bollenbacher; treasurer, Albert Sanderman; assessor, Charles Wensel; councilmen, John Osten, Jacob Leible, W. B. Nason, William Groover, Henry Wilsterman.

Contest at Albion.
There were two tickets in the field at Albion, the citizens' and people's. The citizens' won by fourteen majority. W. C. Van Horn headed the winning ticket for mayor, and Charles Robinson was the candidate for mayor on the people's. The winning candidates are: Mayor, W. C. Van Horn; treasurer, A. L. Burgett; assessor, F. M. Kinsey; councilmen, A. G. Kinsey, H. H. Pratz, R. W. Hill, J. T. Malloy, and Chris Kroener.

LaGrand.
At LaGrand there was but one ticket, which was elected as follows: Mayor, A. A. Richards; treasurer, J. M. Hockett; assessor, C. B. Adair; councilmen, Jerry Harvey, John Manship, F. L. Richards, E. R. Arnold, D. N. Ferguson.

St. Anthony.
The election at St. Anthony resulted as follows: without contest: Mayor, Cecil Rogers; treasurer, Jinks Patton; assessor, F. C. Ward; councilmen, H. G. F. Wessels, C. F. Toedt, Fred Brown, J. C. Bulfer, L. W. Pence.

At St. Anthony the following ticket was elected without contest: Mayor, Charles Pettibony; clerk, G. W. Lewson; treasurer, H. G. Van Orsdet; assessor, Edward Flanagan; councilmen, John Mackin, Rev. L. D. Tobin, C. G. Muschick, Edward Bartine, Thomas Berge.

Rhodes.
Without a contest the following ticket was elected at Rhodes: Mayor, H. M. Weeks; treasurer, Martin H. Trout; assessor, J. F. Anway; councilmen, W. W. Goodman, George Bink, Fred Walker, R. A. Sanders, A. F. Pike.

Liscomb.
The election at Liscomb resulted as follows: Mayor, G. M. Morcy; treasurer, George W. Biersborn; assessor, E. H. Treese; councilmen, E. P. Smith, H. W. Schreyer, S. O'erson, P. W. Dillon, and J. F. Miller.

Gilman.
At Gilman the following ticket was

lected: Mayor, F. R. Shaminger; treasurer, J. W. Dose; assessor, Charles Fohle; councilmen, S. Greig, W. W. Imler, C. S. Dunkle, A. Madhus, W. D. Stanton.

Ferguson.
The election at Ferguson resulted as follows: Mayor, Robert Keaven; treasurer, D. A. Miller; assessor, O. A. Cunningham; councilmen, J. Hoppen-gardner and Joseph Doud.

State Center.
There was only one ticket at State Center, and the candidates were all re-elected with one exception. The results follow: Mayor, A. Dobbin; treasurer, M. J. Rohwedder; assessor, W. D. Bower; councilmen, Henry Keeler, Frank Ball, E. E. Benson, Lawrence Rohde, Edward Eckhart. Mr. Eckhart is the only new member of the council.

Wife Asks Divorce.
Mrs. Edith M. Graham, of Bangor, has filed suit in the district court for divorce from J. George Graham and the custody of their two minor sons. Desertion is charged. The couple was married May 14, 1905, at Bemidji, Minn., but had not lived together for two years, as set forth in plaintiff's petition.

In the District Court.
The will of Mrs. Harriet J. East was admitted to probate this morning and Ray J. East, her grandson, was appointed administrator of her estate, on the court's approval of his bond.

CITY BUYS CHURCH

Council Votes to Buy Baptist Church Property For \$9,000, for Use as Public Market—City Solicitor Declares Vote of People Not Necessary.

The city council Monday night voted to purchase the Baptist church property on Church street between Center and First avenue at the price recommended by the buildings and grounds committee, \$9,000. All of the members voted for the resolution to purchase following a communication from the city solicitor, in which he declared that, after looking up the law, he had decided that a vote of the people on the purchase was not necessary.

Mr. Northup explained in his communication to the council that his first thought was, when the recommendation of the committee was made, that the city intended to use the property as a city hall. This would have rendered it necessary for the question to go to a vote of the people, but as far as he could learn there was no restriction against the council voting to acquire property for a market place.

Hay's Hair Health

NEVER FAILS TO RESTORE
GRAY HAIR TO ITS NATURAL
COLOR AND BEAUTY.

No matter how old and faded your hair looks, or how long you have been gray, it will work wonders for you, keep you looking young, promote a luxuriant growth of healthy hair, stop its falling out and positively remove dandruff.

TRADE MARK: Will not injure your hair. Is Not a Dye. REFUSE ALL SUBSTITUTES \$1.00 and 50c. Bottles, at Drug Stores, **Philo May Dept. Co., Newark, N. J., U. S. A.** B. A. Morgan, Hoag Drug Company, C. J. Lander, McBride & Will Drug Company, P. Mayer & Son.

House Cleaning Worries

Are Soon Over If You
Have a



So E-Z
Vacuum
Cleaner

Operated by hand and cannot get out of order.
Saves carpets, rugs, curtains, furniture, money,
health and strength.

Rogers Furniture Cream

Brightens up your furniture and makes it look like new.

Sanol Sweeping Compound

Prevents dust from rising in sweeping your hard wood floors or linoleum. Try it.

MARION GARD

216-218 East Main
Home of Well Built Furniture

Iowa Savings Bank

Operates Its Different De-
partments Along Conserva-
tive Business Lines.

CHECKING ACCOUNTS received on favorable terms; courteous treatment accorded all customers.

SAVING DEPOSITS solicited, on which interest at the rate of 4% per annum is paid. \$1.00 will open an account.

Read the T.-R. Want Ads

Saves
Steps



A
Place
For
Every-
thing

The GLOBE-WERNICKE Sectional Bookcases



The
Original
Bookcase
Unit

For Comfort It
Can't Be Beat



HOWARD WILBUR

THE BIG STORE

Successor to A. E. Wilbur & Sons

South Center Street