

BOTH HOUSES UNDER LASH TO CLEAR DECKS

Last Week of Legislative Session Opens With Mass of Unfinished Work.

MCCRAY BILLS FOREMOST

When the Legislature convened today it settled down to work under the administration lash with a determination to clear away the mass of accumulated legislation before sine die adjournment next Monday night.

The Senate, with only ten House bills on third reading and six on second reading and with only one bill, the McCray bill, and third reading cleared away, was in far the best position. The Senate is also prepared to make greater speed because of a cloture rule limiting debate to five minutes, adopted Saturday afternoon. Similar action is expected to be taken in the House, however, and night sessions will be the rule of the house of the people.

Great is being expressed by leaders that the slow progress of pending bills in the House will result in a last-minute jam in the Senate because it will be impossible to have many of the measures enrolled in time for proper consideration.

CENTER EFFORTS ON McCRAY MEASURE

Administrative leaders are centering their efforts toward steering through the McCray bills, the majority of which are still in various stages of enactment. Only two measures sponsored by the administration, one making a board of agriculture a department of state, and one authorizing the transfer of the Jeffersonville Reformatory to Putnamville, have been presented to the Governor for his signature.

In addition to that only one of the three appropriation bills, which call for an aggregate expenditure of \$10,000,000, have been passed. The regular appropriation bill has been signed by the Governor, but the specific and deficiency bills are awaiting final action in the Senate.

The leaders are especially anxious to avoid a last minute jam on these measures.

The administration tax bill, giving the Governor, the Auditor and the State board of tax commissioners power to fix state taxes, has passed the House and is awaiting action in the Senate.

Only one of the legislative reappropriation bills has been definitely passed. The one affecting Representatives was sent to the Governor Saturday, but the Senate is still tied up over its own apportionment bill, which has been passed by the House.

The House must still act upon the administration budget bill, which was passed by the Senate early last week. It is one of the most important on the McCray list.

House bill 184, which provides for a highway road patrol and which is being packed by Governor McCray, is in the Senate, having been passed by the House.

RILEY MEMORIAL BILLS RESTS.

The bill proposing the erection of a Riley memorial hospital in Indianapolis is still resting in the House and there are some fears that it will never be brought out. A similar fate is expected to meet the Raits bill, which would give families of prisoners held in Michigan City a portion of the inmates' earnings.

Senate bill 111, which is pending in the House, is expected to come under fire before it is finally acted upon. It provides that school pupils may be transferred to private schools under certain restrictions at the expense of the township from which they came. It already has been accepted by the Senate, but is meeting considerable opposition in the House.

To all intents and purposes the effort to create a State constabulary is dead. It was squeezed out when the Senate accepted the Raits bill, giving county sheriffs the power to employ deputies at the expense of the county. The measure, which is opposed by organized labor, has been advanced to second reading in the House. The lower body also has advanced the anti-picketing bill, which is being fought by labor.

OTHER BILLS PENDING.

Other important bills still pending are the teachers' pension measure, which has passed the Senate; the all-time nurse bill, which has been recommitted for amendment in the Senate; the all-time health officer bill, which is in the Senate; the Sunday blue law bill, which is ready for second reading in the House; the soldiers' bonus bill, which is still in a House committee; the city planning and city zoning bills, which were passed by the House; the city manager and commission bills, which are pending in the Senate after having been accepted by the House, and the bill proposing that all bond issues be submitted to a referendum, which has passed the Senate.

2 New Field Workers Join in Plague Fight

Two new field workers have been added to the staff of the Indiana Tuberculosis Association to stimulate greater activity along health lines, according to a statement made today by Murray A. Aubertbach, executive secretary of the association from the headquarters at Indianapolis.

Miss Ian M. Gaskill of the State supervising nurse of the State board of health, is being paid jointly by the State Tuberculosis Association and the Lake Division of the Red Cross. Miss Gaskill, who has been serving in this capacity for the past several months, will now devote part of her time looking after the nursing interests of the tuberculosis association in addition to her general supervisory duties.

The other new worker is S. M. Parker, who will be known as an educational director. Mr. Parker assumes his duties tomorrow. He comes to Indiana from Idaho, where he has done notable work with the Idaho Tuberculosis Association. Mr. Parker has been many years chief sanitary officer for the State of Idaho and later health officer of Boise. He will be available for all communities, will give lectures on health work, organize new associations, strengthen weak ones, and assist in formulating programs for a tuberculosis campaign in the many counties.

Five Men Are Fined for Auto Violations

Five men were fined in city court today by Judge Walter Pritchard on charges of violating the motor vehicle laws.

SENTENCED FOR NEGLECT.

Samuel A. Welch, charged with child neglect, was fined \$500 and sentenced to six months in jail by Judge Frank Lahr of juvenile court today.

INDICTMENT BEING PLANNED.

CHICAGO, Feb. 28.—While Dalton, 16-year-old, a citizen of \$772,000 bond thief, is expected to be indicted today for his sensational crime which ended in his capture Saturday at Heyworth, Ill.

SIFTS CHARGES CRASH WAS DUE TO NEGLIGENCE

(Continued From Page One.)

Grand Rapids car not even being delayed.

RETURNING HOME

Mrs. Barney Kramer of Michigan City, killed in the wreck, was returning home on the Michigan Central train after a visit with her husband. Relatives told us she was afraid to notify Mr. Kramer of his wife's death, as he is suffering from heart disease.

Among the women on the N. Y. C. train was Frances Kennedy, vanderbilt, and wife of Thomas Johnson, Chicago attorney. She was only bruised and aided in the care of the injured by James J. Crowley, also a Chicago attorney, was among the rescued.

The list of dead shows the names of Mr. and Mrs. A. H. Van Riper, Michigan City. Mr. Van Riper had been an engineer on the Michigan Central for more than fifty years and drove his last train a few days ago, having been retired from duty on pension. He and his wife had been to Chicago to celebrate the occasion.

Another element was added to the confusion here this morning when the scanty food supply of the town was exhausted after feeding wreck victims and rescuers all night. Supplies are being rushed from Gary and other nearby towns.

William B. Engler, accountant for the Michigan Central at Detroit, was among the killed. He was returning home from a visit with his sister, Miss Daisy Engler of Chicago.

CRASH HEARD FOR MILES.

The crash was heard for miles and soon there began pouring in from the surrounding countryside scores of farmers and their wives and daughters. Two physicians came from Chesterton, a mile away.

While women tore up their skirts to make bandages for the injured, then helped them to the homes of residents, where they were put to bed, the bodies were removed first to the town hall and then to undertaking rooms in Chesterton, where an improvised morgue was set up. The bodies were placed on the floor of the undertakers' shop and children were sent to work feverishly to prepare them for instant today. Some were so mangled as to render identification almost impossible.

Four relief trains arrived here during the night from Chicago, Elkhart and Michigan City.

The scene of desolation and death which followed the crash was filled with the most tragic incidents. There was Father De Ville, chaplain in the late war, who crawled amid the smoking debris to administer the last sacraments to the dying.

There was little 9-year-old Pearl Casanova, whose lifeless body was dug from the wreckage and who held in her tiny hand a bag of candy, apparently just purchased when the crash came.

The strangest freak of the wreck was a woman, apparently in her thirties, who was found with her clothing torn completely from her body.

Joseph Cook, tinsmith, declared the New York Central train had the right of way, and that the block was set to stop the Michigan Central. In vivid detail he described how the crash occurred.

"Under normal conditions," he explained, "the blocks are set against all trains. The train hitting the buzzard first is given the right-of-way. That is, the block which is set against them is released and the train is permitted to go on.

That is exactly what happened when the buzzard sounded its alarm. It showed that the New York Central train was the first to hit the buzzard by almost a full minute ahead of the Michigan Central.

There was no formal session of the Near East conference at St. James palace during the day. The delegates turned their attention to the forthcoming conference on German indemnity.

ALLIES READY TO OPPOSE ALL HUN DEMANDS

(Continued From Page One.)

Decide to Make Firm Stand in Conference Over Indemnity.

PAYMENT TO BE FORCED

LONDON, Feb. 28.—The allies are "all set" for the indemnity conference. As a result of the meeting on Sunday of the allied statesmen and military chieftains at Premier Lloyd George's country residence at Chequers, the allies are ready to stand shoulder to shoulder against the Germans and will not grant any "considerable concessions," it was declared today.

When the conference opens Wednesday, the allies will be ready for any eventual, even military action if the Germans balk at paying the sums demanded.

MILITARY REPORT

Marshal Foch and Field Marshal Sir Henry Wilson, chief of the British imperial staff, were engaged in drawing up a military report which will be submitted on Wednesday. Marshal Foch has further details of a plan for further armed intervention in Germany to enforce payment.

Fears were expressed in official circles over the fact that Dr. Walter Simons, the German foreign minister, is the only formal spokesman of the German government. It is believed the German delegates will contend that the allies are not bound by the terms of the conference.

This would mean a repetition of the delays in the Near East conference, with everything of importance being submitted to Berlin for consideration by the ministry.

Both Premier Lloyd George and Premier Briand are opposed to any such "delaying." They wish swift and direct action so that the final decisions can be cleared up at the earliest possible moment.

AMOUNT WILL NOT BE LESSENED.

The Germans will be allowed to present their counter proposals as to time and methods of payment and the substitution of a sum of equal value, as well as gold and merchandise, but the allies are determined that the amount shall not be lessened.

The Evening News printed a dispatch from Ostend, containing an interview with Dr. Simons, who had arrived there on his way to London, in which the German foreign minister was quoted as saying:

"The German delegation earnestly wishes reparations definitely settled. What we sign, the German government and the German people will carry out without threats or constraint. We hope that talk of penalties will be dropped."

MAY DELAY DECISIONS IN NEAR EAST AFFAIRS

LONDON, Feb. 28.—Final decisions by the allies on Near East problems probably will be postponed until after the indemnity conference. The Greek delegation today demanded to submit its report to the conference on Sunday, 34 to 36.

There was no formal session of the Near East conference at St. James palace during the day. The delegates turned their attention to the forthcoming conference on German indemnity.

6 SINN FEINERS ARE EXECUTED

Men Refuse to Be Blindfolded When Marched Out
to Face Firing Squad.

DUBLIN, Feb. 28.—Six condemned Sinn Feiners were executed by the British military authority at Cork today.

The prisoners were executed in pairs, in the condemned cell block, tearing them up as they went. They were shot. The first pair met death at 10 o'clock; the second pair at 8:15 and the third at 8:30 o'clock.

The men met death bravely. They walked to the execution field and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

Just as he stepped from the platform of the day coach to the smoking car, the New York Central train crashed through the coach and refused to be blindfolded. Hundreds of persons waited outside the prison. Many knelt in prayer. Masses were said in the Catholic churches.

The emotion displayed in the city was that more a block than was visible almost a mile and a half before he reaches the crossing."

Carl J. Blues, Detroit, was a passenger in the demolished wooden day coach of the Michigan Central train. He lit a cigar and was ordered by the conductor to give the smoking car.

BOND ELECTION BILL KILLED BY VOTE OF SENATE

(Continued From Page One.)

peal of the full train and full switching crew laws were reported without a recommendation and were advanced to second reading.

The Senate accepted a favorable report on the House bill granting cities the option of installing a commission or city manager form of government.

An attempt on the part of a majority of the Committee on Roads to amend the bill by providing for election of county unit roads so that petitioners would not be required from a majority of the townships failed. As it now stands the signatures of 250 freeholders are required. Of these at least fifteen must be from each of a majority of the townships.

Mr. Clark, manager of the local Western Union, was attending a show and was called out by the stranger, who said he wanted to wire \$100 to his brother, who was in Cincinnati awaiting a surgical operation.

The life and death story touched Mr. Clark, who accompanied the man to the office and prepared the necessary papers.

H. B. 30—Permitting fire insurance companies to write certain kinds of casualty insurance.

S. B. 284—Providing that engineers, surveyors and viewers on roads shall be paid out of general funds of counties and general funds of townships for services of land surveyors.

H. B. 33—Providing a tax of \$25 on each kind of dog for the use of dogs on public roads.

Senate Adams introduced a bill making it unlawful for persons, firms or corporations to attempt to coerce employees into dismissing or failing to file suits for compensation or dismissing persons who have filed such suits and fixing a penalty of fines ranging from \$50 to \$5,000.

The following bills were passed:

H. B. 30—Permitting fire insurance companies to write certain kinds of casualty insurance.

S. B. 284—Providing that engineers, surveyors and viewers on roads shall be paid out of general funds of counties and general funds of townships for services of land surveyors.

H. B. 33—Providing a tax of \$25 on each kind of dog for the use of dogs on public roads.

Senate Adams introduced a bill making it unlawful for persons, firms or corporations to attempt to coerce employees into dismissing or failing to file suits for compensation or dismissing persons who have filed such suits and fixing a penalty of fines ranging from \$50 to \$5,000.