

ESTABLISHED JUNE 19, 1871.

OMAHA, WEDNESDAY MORNING, MAY 10, 1905—TEN PAGES.

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WILL NOT RUN AGAIN

President Emphatically Declares His Position on Matter of Renomination.

NO COMPROMISE WITH THE CORPORATION

Congress Warned that Nation's Chief Earned and Determined.

RAILROAD LEGISLATION MUST RELIEVE

Bills that Temporarily Will Not Be Accepted by President.

PRESIDENT DOES NOT VISIT OMAHA

Train Sent from Fremont to Cross the River at Blair in Order to Save Distance and Reach Chicago Earlier.

You are authorized to state that I will not again be a candidate for the office of president of the United States. There are no strings on this statement. I mean it. "I made my speech at Denver for the purpose of convincing the people of my earnestness in regard to the matter of railroad legislation. I was not satisfied with any compromise that does not bring relief to the people from the conditions that now exist in regard to transportation affairs in this country. No compromise from congress will be accepted."

This is President Roosevelt's reply to a representative of the press in Chicago. He is on his way to Chicago. Published statements to the effect that the president would be forced to accept a renomination by the people, who would be aroused to that pitch by the failure of the congress to enact remedial legislation, was shown him. He expressed himself most emphatically that he was not to be swayed from his determination by any advances that might be made him, no matter in what disguise they came.

Emphatic in His Stand.

President Roosevelt said that he made his speech at Denver to make it certain to the people that he would stand for no compromise legislation and that there would be no law enacted which will tend to make the people think that they have won a victory when in reality there is only minor legislation, such as bills to regulate private cars, provide sidetracks or terminal lines, or bills providing means for more extensive extension of rate cases in federal courts. The president says that he will not accept any measure of legislation that does not give relief to the people, and that he will exert his influence to get through congress legislation to enlarge the power of the courts to protect the country from unjust exactions and abuses, and at the same time doing nothing that could be injurious to a railroad when honestly and fairly managed.

He alluded to the insinuation that the fight now waging is likely to result in his being continued in office for another term. He said he wanted it understood that there are no strings to his statement that he will not consider another term, and that under no condition will he accept the nomination and stand for election for another term at the White House.

He expressed himself as greatly pleased with his whole trip, and dressed in a business suit did not look as tanned as one would expect. "Skip," the bear dog, was in the car with the president and was expected to be on the train as the president was continually stroking and petting him while talking with the other members of the party.

The receptions given him all through the south were the subject of comment from the president, and he said that he was glad to find that the people were so anxious to see the progress which the south is making.

Hundreds Disappointed at Omaha. Hundreds of people were disappointed last night when, after going to the Union station to see the president, they learned to their sorrow that the train had been changed and the presidential train had been turned over to the Northwestern at Ames. The officials of the Union Pacific said that the president had made no arrangement to stop or speak at Omaha or Council Bluffs, and that it was found that better time could be made by turning the train across the river at Blair to Missouri Valley and not to come through Omaha.

The change was decided upon late yesterday afternoon and the private car of Vice President McCullough of the Northwestern, with Mr. McCullough and General Manager Gardner aboard, was switched to the Webster street depot and sent to Fremont over the Northwestern.

The crowd, which filled the depot and crowded the viaduct, refused to believe the police when they told that the president was to come through, and until the Union Pacific pilot train pulled into the depot and Bill Canada jumped off and in a loud voice told them that the president would not be through with them they depart for home.

On the pilot train were Charles Anderson, Editor of the "Herald," Ernest of the Burlington and Mr. Dale, who had been attending a meeting of the regents of the University of Nebraska at Lexington; Vice President Mohler of the Union Pacific, Senator Burkett, E. Rosewater and Superintendent Ware.

In spite of the rain large crowds assembled at all stations this side of Grand Island and the president was given a hearty greeting at all points.

PRESIDENT HEADS FOR NEBRASKA

Greeted by Large Crowds Everywhere

Trains Stop.

DENVER, May 9.—The presidential special train, consisting of a baggage car, sleeping car, electric car, and the general manager of the road, and the president's private car "Rocket," pulled by one of the new monster engines, left the Union depot here over the Union Pacific railroad for Chicago promptly at 7 o'clock this morning.

The train was closely drawn and all was quiet within. Quite a crowd had assembled at the station to see the president off, but no demonstration was made when it became known that the president was en route. The huge engine was piloted by Engineer Hockenberger and was in charge of Conductor Clark. The engine itself was literally smothered in decoration, consisting of tri-colored effects in painting. Several large portraits were displayed on the side of the engine cab.

Proceeding the president's special train by ten minutes went a pilot train of one coach. The pilot train will lead the special to Julesburg, when another pilot will take its place and run ahead of the special into Omaha.

Track walkers and inspectors were ordered out at daylight all along this

JEWS MASSACRED IN RUSSIA

Members of Orthodox Church Start Riot at Seltomir Which Lasts Two Days.

ST. PETERSBURG, May 9.—The report in circulation here last night that there had been a massacre of Jews at Seltomir, government of Volhynia, southwestern Russia, is confirmed in a dispatch to the Novosti, which says the rioting began May 7 and continued for forty-eight hours. Orthodox Christians fell upon the Jews in the streets. The Jews were driven to fight their assailants, many being killed or wounded on both sides.

Private despatches from Zhitomir attribute the attack upon the Jews to articles in M. Krouchev's paper. Twelve persons were killed and fifty were wounded. On Sunday the Jews telegraphed to friends in St. Petersburg to ask the authorities to take strong measures for their protection and orders to that effect were sent. A renewal of the fighting was expected today.

Commenting upon this news, the Novosti remarks upon the coincidences that M. Krouchev, the former editor of the Besarabyets of Kishineff held to be responsible for the massacre of 1903 at that place, had hardly returned to Kishineff and started the publication of a new paper, the Friend, before Jewish massacres commenced in the neighborhood.

KISHINEFF, May 9.—The agrarian disorders here are becoming more serious. Two squadrons of dragoons have been dispatched to this town.

REBELS TAKE SPOILS OF WAR

Garrison and Turkish Officials at Sanna Permitted to Leave City.

HODLIDA, Senna Province, Turkish Arabia, May 9.—The spoils captured by the rebels at Sanna, included thirty guns, 20,000 rifles and much ammunition. The garrison and the Turkish officials were permitted to leave the city.

Riza Pasha, commander of the Turkish forces, was being approached by Marshal Ahmed Fei Pasha, who has been reinforced by eight battalions of Albanians.

Scandal in Russian Army.

ST. PETERSBURG, May 9.—The Slovo prints a rumor of the discovery of enormous defalcations in the commissary department of the army. Count von Vorontzoff Daskhoff is expected to inaugurate his reign as viceroy of the Caucasus by opening the question of the Armenian church funds. Maxim Gorky has received permission to live anywhere in Russia except St. Petersburg and it is said has already leased a country place near the capital.

London Stockbroker Falls.

LONDON, May 9.—The failure of E. C. Hawkins, a stock broker, was announced on the Stock exchange today. He was long about 40,000 shares of stock, principally Union Pacific, Ontario, Ontario and Western, United States Steel and Mexican securities. Mr. Hawkins' losses are estimated at from \$25,000 to \$30,000. A number of small jobsbers are involved.

Italian Ship for Crete.

ROME, May 9.—In view of the situation in the island of Crete the Italian battleship Sardegna and the cruiser Giovanni Bausan have been ordered to go to Suda bay, in the northern part of that island.

Eleven Drown in Hungary.

VIENNA, May 9.—It is reported from Zatur, Hungary, that a rowboat containing fourteen peasants was capsized while crossing the river yesterday, with the result that eleven men were drowned.

General Davis Sails.

COLON, May 9.—General Davis, the retiring commander of the United States forces, and his two daughters sailed today for New York on the steamer Alliance.

ELDRIDGE KILLS SECOND MAN

Edward Calhoun Shot on Train by Man Who Killed Brother-in-Law.

HOUSTON, Tex., May 9.—Edward Calhoun was shot and killed on board an incoming San Antonio and Arkansas passenger train at Wallis today by W. T. Eldridge of San Antonio, formerly vice president and general manager of the Cane Belt railroad.

Calhoun is a brother-in-law of Captain William O. Donovan, who was killed by Eldridge about three years ago on a passenger train on the same road. Eldridge was recently acquitted of murdering Captain Donovan. Today's tragedy grew out of the murder of Donovan and subsequent attempts made upon the life of Eldridge.

NEW YORK WANTS FARMERS

State Agricultural Department Will Endeavor to Attract Immigrants to Its Lands.

ALBANY, N. Y., May 9.—With the view of attracting to this state desirable immigrant farmers and farm laborers, the State Department of Agriculture is preparing to collect and disseminate information of the farm and dairy advantages which New York state offers. One of the several handicaps with which the farmers of this state have to contend is the scarcity of farm laborers.

For many years the State Agricultural department has observed that foreign farm hands and small farmers seldom settle in the east, but travel straight through to the west. In the past years the great inducement there was given for homesteads, but now that such lands are almost entirely settled an effort will be made to bring these desirable immigrants to New York state.

ADDS TO PREFERRED STOCK

Union Pacific Files Amended Articles of Incorporation at Salt Lake City.

SALT LAKE CITY, May 9.—The Union Pacific Railway company today filed with the secretary of state amended articles of incorporation increasing the amount of its preferred stock \$100,000,000, as authorized on Friday last at the special meeting of stockholders held in this city.

Spokane Man Gets Place.

ST. PAUL, May 9.—W. H. Fortier of Spokane, Wash., has been elected secretary-treasurer and auditor of the Hill country railway as the Kootenay Railway and Navigation company, limited, the Kaslo & Nelson Railway company, limited, and the Dellington & Nelson Railway company, Mr. Fortier takes the place of W. R. Allen, resigned.

BRITAIN'S HELP IS WANTED

Japan's Course Toward France Analyzed by Newspaper of St. Petersburg.

FRENCH AID IS PRACTICALLY ADMITTED

Admiral Togo Asked Why He Does Not Attack Vessels of Rojestvensky at Their Present Anchorage.

ST. PETERSBURG, May 9.—The Japanese threats against France are not taken very seriously here. The Russian authorities continue to maintain that Admiral Rojestvensky has not overstepped the limits of neutrality. In view of the excited state of the Japanese over the possibility of the fruits of their previous land and sea victories being swept away, Japan's protests are considered quite natural, but its monetary attitude toward a chauvinistic country like France is regarded as a blunder.

While Great Britain is expected to support its ally and secure fair play, should Japan press France too far, Great Britain, it is said, can be counted upon to use all its influence to calm the steamer at Tokyo.

The interests of Japan could not be served, according to opinion here, by an extension of the hostilities until Admiral Togo is beaten, in which case it is not doubted that Japan will use the pretext of French violation of neutrality to demand the fulfillment of Great Britain's obligations as its ally. The opinion is held in some quarters that it is exactly this contingency which Japan has in view. All the newspapers discuss the subject, the Novoye Vremya very sarcastically picturing Japan as the great dominant power of the world, laying down the law, issuing orders and making of Rojestvensky a veritable outlaw, driven from place to place and at Japan's bidding, and poor Rojestvensky, the paper continues, "weary and not knowing where to go, remains where he is. But why does not great Togo, who knows so well where his enemy is anchored, attack him and thus end all the complications?"

That is the question on French ships and more simple than bombarding the ports of French Indo-China. Japan has grown very pompous. Its iron inspires the world with awe, but it is passing strange that Rojestvensky has not been set upon by the universal "frigate."

Mercantile Sea Wars.

HONG KONG, May 9.—The German steamer Neumuhlen arrived here today from Colombo, March 23, and reported having sighted forty-five vessels, of which twenty were warships, in the vicinity of Kamranh bay, Annam, which is the coasting steamer Halim, which also has reached this port, observed a Japanese cruiser off Amoy, straits of Formosa.

French Brest Active.

PARIS, May 9.—Orders have been sent to the civil and naval authorities in French Indo-China not to permit the junction within French waters of the Russian naval forces under Admiral Rojestvensky and Rear Admiral Kobogoff. Instructions have also been sent to Admiral De Jongueres, the French naval commander, to see that Rojestvensky fully observes the promises he has already given to leave French waters.

The arrival in Paris today of Paul Cambon, the French ambassador in London, following his conference with Foreign Secretary Lansdowne probably will permit the authorities here to learn the sentiments in British official circles concerning French observance of the neutrality of the sea.

Formal talks between officials in London and Paris have permitted the British authorities to use friendly councils with both sides toward preventing the controversy from assuming a serious form. Foreign Secretary Lansdowne and Colonial Secretary Clements are acting together in the adoption of various measures to secure the observance of neutrality. Admiral Trenchard, chief of the naval staff, holds frequent conferences with M. Rouher and Delcasse relative to the French squadron in the far east. The officials here having done their utmost are holding Admiral Jougues and other officers in Indo-China personally responsible for the execution of their orders.

Japanese Feeling Resentful.

TOKIO, May 9.—The feeling of resentment against France for the assistance given the Russian navy, which continues to run high and is finding expression in various ways. The nearness of the Russian squadron and the nature of the preparations which Admiral Rojestvensky is known to have made in French waters seem to have convinced many people here that it would have been impossible for Rojestvensky to come to the far east without outside assistance, which has given a sinister tone to the popular resentment.

In the crisis many eyes are turned toward Great Britain for assistance. It is urged that France request aid from only absolute failure to reach the China sea and that the final aid given to the Russians in Indo-China amounts to an act of belligerency, and there are many demands that Japan invoke the alliance with Great Britain. Formerly a large section of the public was inclined to sympathize with the French acts of friendship for Russia, on account of the former's delicate position as an ally and creditor. The suspicion that Rojestvensky was not a welcome guest at Kamranh bay and that he was presuming upon the Russian alliance, which has been the feeling of resentment, but recent events are removing these attitudes and the national sentiment is uniting in unconditional insistence that France preserve neutrality.

The Japanese government has not taken the people of this country into its confidence. Since the Kamranh bay incident nothing has been officially made known except that the government was making vigorous representations at Paris, while proceeding carefully and cautiously, not desiring to resort to extreme measures while a hope of an adjustment exists.

Rojestvensky Sails.

NHA TRANG, ANNAM, May 9.—Admiral Rojestvensky's fleet, which has been cruising for several days off Van Fong bay, sailed this morning.

Quiet at the Front.

FENGHUASHEN (Eighty Miles North of Te Pass), Manchuria, May 9.—All was quiet yesterday at the front. The weather is warm and the Liao river is in flood. The main line of the Japanese extends from Hsuyolow to Santai and to Kalyuan with heavy forces at Fakoman and south of Te Pass. The Japanese troops along the upper reaches of the Hun river are less numerous, but the information here regarding their disposition is not exact as the Japanese movements are well screened by cavalry. Chinese are constantly moving back and forth between the lines and spies among them doubtless convey much information to and from the opposing forces, but it is almost impossible to prevent this without stopping the field work which is now in progress.

STOCK GROWERS ARE MEETING

Society Organized in January is Holding Its First Convention in Denver.

DENVER, May 9.—The American Stock Growers' association, which was organized last January by seceders from the National Live Stock association, began its first annual convention here today. Discussion among the members of the American Stock Growers' association indicates that affiliation with the National Live Stock association is out of the question at present. President J. F. Hagenbarth of the latter association, is in attendance at the convention, but the executive committee of the association of which he is the official head has not assembled as anticipated.

"There will be no clash at this convention," said President Hagenbarth today. "Our organization is for everything that will promote harmony among the stockmen."

The members have practically agreed upon Murdo MacKenzie, a prominent Colorado and Texas cattleman, to succeed the late Conrad Schaefer, who died recently, as president.

At the opening of the convention today Secretary A. Derickies announced the death of President Schaefer. Colonel William E. Hughes of Denver was elected temporary chairman and Fred P. Johnson was elected assistant secretary. With President J. F. Hagenbarth and Secretary J. H. Gwynn, W. A. Harris of Chicago, general manager of the National Live Stock association, is watching the proceedings of the convention.

"We are here to extend the olive branch to the American association," said Mr. Harris today. "We are willing to make any reasonable concessions to the new association and shall be glad to have it affiliate with us. Our executive committee consists of ten members, seven of whom are stockmen, and if the American association desires to come in we will enlarge the committee and give the organization two members."

BOSTON BROKERS IN TROUBLE

Receiver Asked For by Woman Who is Not Satisfied with Conditions.

BOSTON, May 9.—The Haight & Freese company, stock brokers, this city, went into the hands of receivers today and all their offices in this state, several of which are in this city, are closed. The company has branches scattered throughout New England. The concern was petitioned into receivership proceedings by Mrs. Anna L. H. Wells, administratrix of her husband's estate, who is the wife of the late Walter D. Haight, who was a stock broker, advanced funds which were to be invested by the corporation. She brought suit demanding an accounting, and, failing to get satisfaction, petitioned for a receivership.

NEW YORK, May 9.—On complaint of Wrigley Bowker of Camden Judge Lacombe today appointed Walter D. Edmunds of New York and James D. Colt of Boston receivers in this state of the Haight & Freese company. Bowker's claims against the company amount to \$225,000.

Roger Foster, counsel for the receivers, charges that the Haight & Freese company is insolvent, that it has for a long period been engaged in fictitious brokerage transactions. It is further charged that the company has been guilty of misuse of its assets.

Bowker swears that the firm bought and sold no stocks whatsoever and made up fictitious accounts of alleged transactions, which were given to its customers. The firm had, the affidavit declares, more than \$200,000 of money claims amounted to more than \$100,000.

CORN HEARING IS POSTPONED

Interstate Commerce Commission is Considering Rates on Woodens to Pacific Coast.

CHICAGO, May 9.—The Interstate Commerce commission during its "Corn Hearing" today postponed the hearing on the rates of California millers interests who protested against a reduction of the 10 per cent differential existing on corn from Pacific coast points. When the testimony of the Interstate Commerce commission was completed, Chairman Sherman, secretary of Montgomery Ward & Co. He described the commencement of the garment workers' strike, which was the original cause of the present trouble, and told of the boycott which had been placed against the millers, and others committed assault on teamsters and others committed assault at the door of the Ward building. He was interrupted repeatedly throughout his testimony by the attorneys for the labor men, who objected to his answers on the ground that they had nothing to do with the defendants in these cases.

E. B. Eddy, general agent of the United States Express company, was the second witness and held the stand until the final adjournment in the afternoon. He said: "After the commencement of the strike the express companies I held a meeting with Cornelius P. Shea of the Teamsters' union, J. D. Barry and Hugh McGee of the Teamsters' union. Mr. Barry suggested that inasmuch as only thirty-seven men had voted for a strike out of the 70 involved it would be well to call another meeting and have a referendum vote on the proposition to strike. Shea said that notices were sent to all members and inasmuch as they had failed with the exception of thirty-seven to attend the meeting the vote of the majority of those present was resolute to call a strike and the leaders must be guided by that vote."

"Permission of the Union." "When the strike commenced some of our drivers assured me that they were willing to work, but that they were heads knocked off if they did so. At present the only union men who are still working for us are two who drive wagons containing the government money. They are working by permission of the union." Attorney Lobosky, who appeared for the union, said: "I object to the remark by permission."

"Well," said Mr. Eddy, "I saw the cards signed by the union officials giving these men permission to handle the money and that if they were not permitted to handle the money they were interfering with the unions feared federal troops."

"Did you ever have the pleasure of disarming a slugging?" asked Attorney Mayer, who represents the Employers' association. Attorney Gettling of counsel for the labor unions objected to the use of the word "slugging."

Master in Chancery Sherman said: "The word 'slugging' is a good word when it is properly applied and I see no objection to its use in a broad way."

Mr. Eddy then told of a struggle he and a United States marshal had experienced with a man named Carnegie, who had threatened to kill the United States marshal and whom he had helped to disarm.

(Continued on Second Page.)

CHICAGO STRIKE SPREADS

Wenig Teaming Company Discharges Men Who Refuse to Make Deliveries.

NUMEROUS CLASHES IN THE STREET

Taking of Testimony in the Injunction Against Labor Leaders Continued—More Wagons in Service.

CHICAGO, May 9.—The large department stores and the express companies today resumed business on almost a normal basis. They sent their wagons into the extreme parts of the city, in some instances without police protection, and transacted their business without interruption or trouble of a serious character. Sixteen hundred teams were at work today and the number will be increased tomorrow. Notwithstanding the apparent gain, however, there are strong indications tonight that the strike will continue within the next few days, not only among the teamsters, but will involve other unions as well. The drivers of the Wenig Teaming company, a large concern, chiefly engaged in delivering flour, went out today with their wagons, but were discharged today for refusing to deliver flour to a boycotted house. The Wenig company is a strong factor in the Team Owners' association, which has heretofore sided rather with the Teamsters' union than with the Employers' association. Its stand in line with the latter organization was something of a surprise to both sides in the struggle.

Crane Company's Men at Work.

In some quarters it was feared that the strike of the Wenig company drivers would produce a shortage in the supply of flour, but the officers of the company say tonight they have ample supply to last for the city for a week and that at the expiration of that time they will be able to make deliveries as before. For some time this afternoon it was reported that a strike of the teamsters employed by the Crane company was imminent. The concern is an immense manufacturer of elevators and plumbing supplies and its shutdown would be a serious detriment to many building operations now in progress. The threat to strike was caused by the discharge of two teamsters who refused to make deliveries as ordered by the officials of the union sanctioned the strike, but it did not occur as expected. An adjustment was reached of some kind, but the statements of the Crane company and labor leaders differ as to its character. It is stated by the Crane company that the two drivers were reinstated. This is denied by the Crane company. The fact remains, however, that the men did not strike and the probability now is that they will remain at work.

Numerous Clashes in Street.

There were numerous clashes in the streets today between nonunion men and the police and union teamsters who attempted to block the passage of the wagons of the Employers' Teaming company. There were also a number of attacks made on nonunion men by workmen in buildings, who pelted them with all sorts of missiles from a safe distance. These fights were all in the character of rear guard attacks and bore no resemblance to the open violence committed during last week. The most serious fight of the day was at Lake and Clark streets, where union teamsters formed a blockade and brought about a cessation of traffic and a series of fights that blocked the streets in that section of the city for the greater part of an hour. Nobody was seriously hurt and numerous arrests were made by the police.

Coal teamsters in the business section of the city were the special objects of attack by workmen in buildings near which they drove. As soon as they were discovered missiles of all sorts were showered upon them and in several instances it was necessary to send a volley of bullets flying toward the windows. Nobody, however, was shot during the day.

Hearing Injunction Cases.

The taking of evidence relative to the granting of the injunction issued temporarily by the United States circuit court in favor of the employers and the seven express companies commenced today before Master in Chancery Sherman. The first witness was Robert J. Thone, secretary of Montgomery Ward & Co. He described the commencement of the garment workers' strike, which was the original cause of the present trouble, and told of the boycott which had been placed against the millers, and others committed assault on teamsters and others committed assault at the door of the Ward building. He was interrupted repeatedly throughout his testimony by the attorneys for the labor men, who objected to his answers on the ground that they had nothing to do with the defendants in these cases.

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NEBRASKA WEATHER FORECAST

Rain Wednesday; Colder in the South Portion. Thursday Fair and Warmer.

Temperature at Omaha Yesterday:

Hour. Deg. Hour. Deg. 5 a. m. 50 1 p. m. 62 6 a. m. 55 2 p. m. 62 7 a. m. 51 3 p. m. 63 8 a. m. 52 4 p. m. 65 9 a. m. 53 5 p. m. 66 10 a. m. 54 6 p. m. 67 11 a. m. 58 7 p. m. 66 12 m. 61 8 p. m. 70 9 p. m. 70

LIVE STOCK MEN IN COURT

Buyers of South Omaha Firms Respond to Summons from the Grand Jury.

Most of the cattle and hog buyers of the South Omaha packing houses and the cattle salesmen of the various commission houses connected with the meat trades at South Omaha put in an appearance at the federal building Tuesday morning to register their attendance in response to the summons of the United States court commanding them to appear as witnesses before the federal grand jury Wednesday.

These cattle buyers have been subpoenaed: George Smith of Swift and Company, P. T. McEach of Cudahy's, John Walworth of the Omaha Packing company and T. E. Sanders of Armour's. The following cattle salesmen at the South Omaha exchange have been cited for the same purpose: John K. Fredericks, G. A. Ingwerson, Walter Wood, Edward Cahors, Ben Hertzler, Harry E. Park, Will H. Wood, D. B. Olney, John W. Cook, Jack Perry, A. L. Williams, Rube Rogers, M. Selt, John Ralston, W. H. Green, J. O. Martin, Sam Asker, Fred Patterson, W. H. Dudley, Lee Taylor, Frank Ellis, Alma Jackson, Nott Malone, John Ihman.

There were about fifty of them altogether. A number of the witnesses sought to give excuses for nonattendance, but none of them was granted release and all must respond to the call of their names before the grand jury during the hearing or take the consequences. The total number of witnesses thus far subpoenaed is fifty-five. Just what the scope of the inquiry is to be and what is expected to be developed from the testimony of these witnesses is conjectural. However, sufficient is known that it is the intention of the Department of Justice if possible to establish the relation between the recognized buyers of the packing houses and the commission salesmen in the matter of fixing prices in the buying and selling of live stock and the basis upon which these prices are set, and who makes them, and all the conditions surrounding the fixing of prices, particularly in the purchase of live stock, either in quantity or from individual stock raisers.

It was intimated that the federal building that the inquiry was likely to be materially enlarged before the grand jury here at Omaha and that the representatives of cattle raising companies in Nebraska would be summoned to testify. Many cattle men have expressed a desire to be heard before the grand jury and there is a disposition to grant their wishes if it can be done under the rules governing the investigation. One thing is certain and that is that a number of the representatives of the big cattle companies of the state will be here during the investigations, but whether as witnesses or not is not yet determined.

The six additional grand jurors and four alternates put in their appearance Tuesday afternoon and were sworn in. Immediately the new jurors were excused until their services were needed. The best part of the investigations will be carried on by the seven jurymen now serving and the others will not be called upon except in case of some of the present jurors being excused for cause. Additional subpoenas were issued Tuesday afternoon for the buyers and commission men of Omaha and South Omaha, aside from the buyers for the packers and the cattle salesmen for the commission companies.

VALUABLE GOLD BARS IN TRUNK

Missouri Cattleman and Identified Stranger Connected with Peculiar Case.

ST. JOSEPH, Mo., May 9.—(Special Telegram)—The police at central station are tonight guarding two disks of what is pronounced by jewelers to be solid gold and estimated to worth at least \$3,000, which was found at Francis street station of the Burlington railway here this afternoon. The gold had been shipped here from Omaha by an ordinary baggage car, and closed in two new steamer trunks that are believed to have been purchased in Omaha, but the names of the manufacturer had been carefully erased.

The discovery of the disks was made this afternoon, when John S. Bilby, a well known cattleman of Quitman, Mo., called at the First National bank of Buchanan county and