

## WITTE WELCOMED

OFFICIALS MEET THE HOME-COMING ENVOY.

### PRaised FOR HIS GOOD WORK

In Response to an Address the Envoy Says He Succeeded Because of American Sympathy and That He Was True to the Emperor.

ST. PETERSBURG—M. Witte arrived here Thursday and was accorded a very hearty reception by a large crowd of officials and others. In a brief speech replying to a welcoming address M. Witte showed clearly that he was deeply touched by the welcome with which he was received.

When he left St. Petersburg in July a small delegation of officials accompanied him to the railroad station to bid him farewell. There was no public demonstration whatever. Today there were seven or eight times as many officials despite the very early hour of the train's arrival and an enthusiastic crowd of 500 to 600 people was present. Among the officials present were Baron Nolde, general secretary of the congress of ministers; General Durnova, adjutant to the minister of the interior; M. Wyshnegradsky, formerly finance minister and now director of the International Commercial bank; M. Kobeko, privy councillor and chairman of the press reform commission, and many other prominent officials who had been M. Witte's former colleagues or subordinates. The crowd had collected near where M. Witte would descend from the train and when he appeared they broke out into long and loud cheers, to which M. Witte bowed acknowledgement. The spokesman then advanced and read the address of welcome, all the meanwhile standing bareheaded.

The address read: "You have accomplished your difficult task and the nation is grateful to you. You have given the credit for your success to Emperor Nicholas, President Roosevelt, Emperor William and to the press. You have forgotten only yourself. We, however, fully appreciate your service to your country. The tree you planted at the Washington homestead at Mount Vernon will serve as a token of the union between the two nations. You have done much. For ourselves and for those who are absent we will once more shout a hearty hurrah."

When the cheer had died away M. Witte, who seemed deeply moved by the sincerity of the welcome advanced a few steps and delivered his reply. He said: "I was so little prepared for this kind of reception that I must ask your pardon for my words. I have performed my duty well, because I have strictly obeyed his majesty's instructions, because circumstances favored me, because the world is weary of this bloody war, because all classes of American society from President Roosevelt down were in sympathy with me and your cause, and because I was true to my country and you and your interests."

## PRESIDENT ROOSEVELT THANKED FOR PEACE WORK

RICHMOND, Ind.—At the session of the Indiana yearly meeting of Friends the following resolution was adopted:

Indiana yearly meeting of Friends, now in session, representing 29,000 members, rejoices with thanksgiving that President Roosevelt has been the instrument in the hands of Providence for bringing about peace between Russia and Japan, that the sentiment of the nation and of the world so heartily supports him as a peace-maker, and that we desire his encouragement in the promotion by all means possible for the peace of the world.

## CHEAPER LIVING SOON COMING

That is What Secretary of Agriculture Wilson Says.

WASHINGTON—Secretary Wilson of the department of agriculture today predicted lower retail prices during the coming winter season for meat, dairy products and poultry and other necessities of life. He says the relief from the householder will come from the enormous yields of small grain and corn in the great grain territory of Illinois, Minnesota, the Dakotas, Iowa, Nebraska and Kansas. He said:

Heavy crops have resulted in the return of normal agricultural conditions in the great producing states. The meat products have been losing money for the past three years. Grain costs too much. There was no profit in feeding, as strange as this may seem to people who pay such prices as we do for our meat. But the heavy oats crop will all combine to heavy grass crop of this year, in addition to the heavy grain crop and the tons. And this means a direct influence on horses, beef, pork, dairy products and poultry.

Objectionable Post Cards. WASHINGTON—Acting Postmaster General Hitchcock, in a circular mailed Friday to all postmasters, has renewed the campaign started recently against objectionable postcards. He has called attention to the rule which bars from the mails every card bearing a picture or language that is obscene, indecent or improperly suggestive. The use of the mails for pictorial cards has been so extensive that the department says it has extended the comic valentine season over the entire year.

## PACKERS' PLEA OF ABATEMENT.

Judge Humphreys Will Rule on Validity of Indictments.

CHICAGO—Judge Humphreys heard the closing arguments on the plea of abatement filed by the packers against the indictment charging them with illegal methods of conducting business. The court declared that while it was possible that he would hand down his decision Friday, it is not certain that he will do so. The grounds on which the abatement of the indictment is sought by the packers are that the grand jury returning the indictment was illegal because it was not publicly drawn as required by law; that the defendants were deprived of their right to challenge the jurors; that Judge Bethea, sitting in the eastern division of the northern district of Illinois, had no right to receive the return of an indictment returned from the northern district of the same division; that one member of the jury was not legally made a member of that body, and that the government officials had not the right to produce before the grand jury a transcript of evidence previously heard by them, unsworn and unverified, but presented as abstract of the evidence.

## ORDERS AN INVESTIGATION.

Methods of Western Life Company to Be Looked Into.

CHICAGO, Ill.—Attorney General William H. Stedman, who represents the people of Illinois, has ordered an investigation into the affairs of the Western Life Indemnity company, and may insist on quo warranto proceedings to determine whether the company has been pursuing wrong business methods.

## U. S. ARMY SURGEON SUICIDES BY SHOOTING

ATLANTA, Ga.—Capt. G. M. F. Godfrey, assistant surgeon in the United States army, stationed at Fort McPherson, committed suicide by shooting himself through the brain with an army revolver at his residence at the post. Captain Godfrey was a son of Col. E. S. Godfrey, commander of the Ninth United States cavalry stationed at Fort Riley, Kas. Captain Godfrey was 35 years of age and a graduate of West Point. The cause of the deed is not known, but is attributed by his brother officers at the post to temporary mental aberration.

## DESPERATE DUEL.

Express Messenger Has a Bloody Encounter.

BLOOMINGTON, Ill.—One of the most desperate encounters that ever happened on a Wabash railroad train took place between John E. Ryan, 3620 Sixty-fourth place, Chicago, a messenger on train No. 13, due in Decatur at 3:13 in the morning, and Edward C. Greene, 5101 South State street, Chicago, a former express messenger and later employed with F. S. Metz & Co., Hammond, Ind. Both men are seriously injured and cannot live, each having received three bullets in the fight in the car which lasted for miles.

Greene says that he got on the express car a forty-seventh street, Chicago, intending to go to his home at Pittsfield, to visit relatives. He was an old friend of Ryan and the latter he claims, permitted him to ride. He claims that he assisted Ryan on the trip with the express matter and that the two began drinking. Jokes led to a quarrel and Greene says both drew guns at the same time.

Ryan claims that the shooting began west of Bement, while Greene avers that the first shot was fired before the train reached Cerro Gordo. Ryan claims that he did not see Greene in the car until the train reached Cerro Gordo and he believed that Greene jumped in for the purpose of robbery.

The men clinched and both with revolvers drawn rolled about on the car floor. The men then separated and each sought shelter in the car, while waiting for the other to appear in order to shoot. Just as the train was nearing Decatur both men fired and both went down, but were on their feet in a short time and the duel continued. When the train neared Decatur, Greene opened a door and jumped from the car. He was unable to run and was found an hour later by the police. Ryan says that he believed robbery was the motive when he shot.

Greene has an ugly bullet wound in the breast, another in the right lung, while a third ball lodged in the fleshy part of the abdomen.

Ryan was shot in the left jaw, behind the left ear and in the left shoulder, the wounds all having been inflicted during the few moments that they stood up from behind their shelter in the car before reaching Decatur. Both of the men are in different hospitals.

The officials or none of the trainmen were aware of the terrible fight that was being waged on the train until it reached Decatur, when the car door was seen open and the train found Ryan in a pool of blood on the floor.

## Raises the Quarantine.

MONTGOMERY, Ala.—The state of Alabama raised the quarantine established a few days ago against Jackson, Miss., at the time when a suspicious case of illness was reported from there.

## Figure up the Fire Loss.

BUTTE, Mont.—A careful estimate of the loss of the recent fire places it at \$500,000 with insurance of \$500,000. The Symons Dry Goods company is the heaviest loser, with a loss of about \$200,000 fully insured.

## REFUSED TO LAND

MEN FOR PANAMA WORK WANT TO GO BACK.

### DRIVEN ASHORE BY THE POLICE

Many Are Badly Injured by Blows from Clubs of Officers—They Refuse to Listen to Advice of the French Consul.

COLON—Six hundred and fifty laborers from Martinique brought here Friday on the French steamer Versailles under contract to work on the canal refused to disembark or to submit to vaccination, which is imperative under the American sanitary regulations. They clamored to be taken back to Martinique, asserting that they had been misinformed as to the conditions here before they embarked and that later they learned these conditions were intolerable and deadly. Saturday morning, however, 500 of them were with difficulty persuaded to land, and these were sent to points along the line of the canal. One hundred and fifty remained on board and declined to leave the ship under any consideration. These were forcibly ejected from the ship Sunday afternoon by Panama and canal zone policemen, but not until nearly every one of them had been clubbed and several were bleeding from ugly wounds.

All of Saturday and Sunday night the Versailles was guarded by Panama policemen. Early Sunday morning the French consul at Colon, M. Bonhenry, appealed to the men to listen to reason, explaining that they had left Martinique under contract with the canal zone emigration agent guaranteeing the payment of their passage here and that while working on the canal they would have in addition to their wages the guarantee of free quarters and free medical attendance. The men, however, were not answerable to this reasoning. Notwithstanding the efforts of the consul and others, and despite the information given them by several of their countrymen that health and other conditions on the isthmus were satisfactory and that the terms of their employment would enable them to save money, they persistently refused to leave the ship, baring their breasts and invoking death in preference to going ashore.

The captain of the Versailles, who all through the trouble displayed an extraordinary amount of patience, told the men that he was ready to take back to Martinique all those who were able to pay their passage, but the men argued that the French government would be willing to reimburse the steamship company and that they themselves were penniless.

Then the Panaman police, armed with clubs, approached the laborers and on their refusing to quit the ship began to club them right and left. About fifty of the laborers leaped into the sea, but all of the men were able to swim. The captain, however, lowered a boat, which picked them up. Nearly every man had received blows and several of them were bleeding from ugly wounds.

Seeing that resistance was useless the men then yielded and came ashore and began to eat the food which had been placed on the dock in sight of them for several hours. Many of them had not eaten since Saturday.

At 5 o'clock all the laborers, who were in a pitiable condition, were placed on a train which left for Corozel, where they will be put to work.

## CROW INDIAN RESERVATION.

Land Will Soon Be Thrown Open to Settlement.

HELENA, Mont.—J. Scott Harrison, government inspector of surveys, after having been in the Crow Indian reservation field for nearly four months, has completed his task and returned to Helena. His report is being prepared and will be forwarded to the general land office, after which the plats will be filed in the Eastern Montana land office, to be followed by the president's proclamation that the lands are open to settlement. Included in the lands is the Custer battlefield.

## A MEMORIAL FOR ONE CENT POSTAGE

ST. LOUIS Mo.—The secretaries and representatives of commercial and trades organizations, who have been meeting here perfected a permanent organization to be known as the Association of Presidents and Secretaries of Commercial and Trades Organizations.

A memorial to congress, urging a revision of the postal laws and a reduction of letter postage to 1 cent per ounce was drawn up. A resolution opposing the government establishing a parcel post system was adopted, such a system being declared unwise and inimical to the interests of the masses.

## Car Line Hearing is Sat.

WASHINGTON—Hearing in the private car line inquiry instituted by the Interstate Commerce commission will begin in this city on October 18 and probably will continue for more than a week. The cases are directed among others, against the St. Louis, Iron Mountain & Southern, Kansas City Southern, Atchison, Topeka & Santa Fe, Southern Pacific and St. Louis & San Francisco railroads, the Armour Car Lines, American Refrigerator Dispatch.

## THINK SLAYER IS LOCATED.

Another of Kansas Murderers Supposed to Be in Asylum.

TOPEKA, Kas.—The local authorities think they have located the man guilty of the murder of Mrs. Nickum in 1904 and the murder of Mrs. Caroline Job, at Ottawa, Kas., on March 27, 1905. The man is Joseph Kroppek, a Bohemian, now an inmate of the Kansas insane asylum at Topeka. Kroppek has been partially identified. He was sent to the asylum from Holton on April 26. The circumstances surrounding the Nickum and Job murders were almost identical, both women being mutilated in manner similar to that practiced on the victims of the famous White Chapel crimes.

## HELEN GOULD GIVES \$150,000.

Six-Story Railroad Y. M. C. A. Building for St. Louis.

DETROIT, Mich.—Miss Helen Miller Gould has agreed to give \$150,000 for a Railroad Young Men's Christian Association building at St. Louis. This announcement was the feature of the opening day of the twelfth international conference of the railroad department of the Y. M. C. A. The building will be a memorial to Miss Gould's father, the late Jay Gould, and will probably be completed by September 1, 1906. It will be a fireproof, six-story structure of brick and stone, and will stand opposite the Union depot, facing on Eugene street.

## THE OLDEST WOMAN IN IOWA IS DEAD

DAVENPORT, Ia.—Mrs. Margaret O'Brien of Keokuk, the oldest woman in Iowa, died here at the age of 102 years and six months. Mrs. O'Brien was a nurse during the civil war and drew a pension because of her disabilities, which were entirely mental. She was an inmate of the insane ward at Mercy hospital here, her mania being for dancing, and she insisted on dancing a jig with any one who approached her.

## TWO PULLMANS WRECKED.

Great Western Fast Stock Train Crashes into Soo Line Passenger.

ST. PAUL, Minn.—A Chicago Great Western stock train, running about twenty miles an hour, as it was going to the St. Paul yards at 9:30 o'clock Sunday morning, struck the middle of a Soo line passenger train which had just left the union station and hurled Pullman sleepers over a retaining wall to the bottom of the gully twenty feet below. One sleeper landed bottom side up and the other fell on its side. Both cars were badly wrecked. One woman was so badly injured that she died in St. Joseph's hospital shortly after being taken there and nine others were seriously injured, while a score or more were less seriously hurt.

## Lecturer at Harvard Dies.

WEST OSSIPPE, N. H.—Dr. Jas. R. Chadwick, of Boston, was found dead Sunday just outside his summer residence at Chocorua, N. H., several miles from here, by one of his servants. It is supposed that he fell from the piazza roof of his cottage during the night. It is thought that Dr. Chadwick became ill and lost his balance while making his way across the roof to obtain air.

## HIGHWAYMAN SHOT DEAD THREE OTHERS FLEE

BERKELEY, Cal.—In a battle with four footpads early Friday, Policeman John J. LeStrange shot and killed one of the four highwaymen, whose body now lies unidentified at the morgue. LeStrange was commanded by one of the highwaymen to hold up his hands, but the officer drew a revolver and fired. The bullet penetrated the man's jugular vein, and he dropped dead. Three companions made their escape.

## KILLED IN AN AUTO ACCIDENT.

Prominent Lawyer of Hampton, Ia., Dies From Injuries.

HAMPTON, Ia.—Fred A. Harlman, a prominent capitalist and lawyer of Hampton, was killed in an automobile accident. Fred Beed sustained a broken collarbone and some bad bruises and Art Beed was badly crushed and bruised.

The three were enjoying a ride through the country and as they were descending a steep hill Harlman lost control of the machine. It struck the edge of a bridge at the bottom of the hill and pitched into the gully fifteen feet below. Harlman landed under the machine and was crushed to death. He died about an hour after being removed from under the wreckage. The Beed boys fell at one side.

Harlman was about 35 years old and a member of one of the wealthiest families in Franklin county. He is survived by a family.

## SUGAR TRUST FOR GERMANY.

Leading Manufacturers Are Trying to Organize It.

HANOVER, Germany—The sugar refiners of northern and western Germany are again endeavoring to form a trust. A meeting of important manufacturers has been held here, which will probably result in a definite plan for a combination being submitted to the ruling sugar interests about October 15.

## NAME THE RATES

TARIFF ON DRESSED BEEF DICTATED BY PACKERS.

### WHAT PRESIDENT RIPLEY SAID

Gives It As His Opinion That the Dressed Beef Rate Ought to be 150 Per Cent Higher Than Live Stock Rate.

CHICAGO, Ill.—Testimony in direct opposition to evidence by various western railroad officials was given before the interstate commerce commission Friday by President E. P. Ripley of the Santa Fe railroad.

The commission is investigating freight rates on live stock and live stock products from Missouri river points to Chicago. President Ripley declared that the rate on dressed beef between Kansas City and Chicago should be 150 per cent higher than the rate on live stock. He said it costs less to carry live stock than packing house products, and submitted statistics in support of his contention. He said:

The packing house business today is so highly organized and concentrated in so few hands that this fact, together with the keen competition among the railroads, practically makes it impossible for them to dictate rates for dressed beef and packing house products. Freight rates have always been based on the value of the service furnished the shipper rather than an actual cost of transportation.

The witness then read a table of statistics showing the cost of hauling carload lots of live-stock, dressed beef and packing house products from Kansas City to Chicago. According to the figures submitted by President Ripley the expense to the Santa Fe road for hauling a car of dressed meat from Kansas City to Chicago is \$82.19, packing house products, \$85.03 and live stock, \$64.77. President Ripley claimed that his company lost money on every car of dressed beef hauled between Kansas City and Chicago. Continuing, Mr. Ripley said:

"My opinion, based on a study of the years of experience in the railroad business, is that the rate on live stock should not be higher than the rate on dressed beef and packing house products. The only exception to this is when conditions arise which make it necessary for the roads to change their rates on those commodities. Strictly speaking and under normal circumstances, the rate on dressed beef should be 150 per cent higher than on live stock. It actually costs the railroads 40 per cent less to handle cattle than it does to haul dressed beef in refrigerator cars."

## PROBABLE MURDER CASE AT DES MOINES, IOWA

DES MOINES, Ia.—With his temple crushed in from a heavy blow from some blunt instrument, the body of Frank Callahan of Peosta, who has been missing for some time, was found in the Des Moines river eight miles south of this city. The body was identified by papers found in the pockets. The pockets had been cut open and his watch and money were missing. The discovery following closely upon the mystery attending the death of George R. Griswold, the insurance man whose body was found in the river recently, has created a sensation here.

## BOMB THROWN IN NEW YORK.

Gotham Tenement is Damaged and Some People Injured.

NEW YORK—A bomb filled with both dynamite and a quantity of inflammable oil was thrown at the rear of a crowded tenement house at Eight avenue and One Hundred and Forty-third street early Friday. More than a score of persons, who were sleeping at the time, were hurled from their beds by the explosion and two of them were carried from the house unconscious.

Within a minute after the explosion flames had nearly enveloped the rear halls of the tenement house. The police believe that the "Black Hand" Italian assassins threw the bomb. The object of the attack was the rear door of an Italian barber shop on the ground floor.

## A WRECKED STEAMER SCATTERED BY DYNAMITE

PORT SAID, Egypt—The wreck of the British steamer Chatham, with her cargo of ninety tons of dynamite and blasting gelatin was blown up this morning by mines distributed around the inside of the hull. These were fired by an electric current from Raseleh, about five miles away. No serious damage was done to the canal and the authorities anticipate that the passage will be cleared of debris in four days. The railway and Sweet Water canals adjoining are intact. The explosion was tremendous. The enormous displacement of water was visible from Raseleh.

## Engineers Sall for Panama.

NEW YORK—The board of consulting engineers and several members of the Panama Canal commission sailed on Thursday for Colon on the steamship Havana. Their purpose is to inspect the work already done on the canal and also its proposed route, in order to report to the commission the best kind of canal to build. In the party were Theodore P. Shonts, chairman of the commission; Rear Admiral M. T. Endicott, Colonel Ernst and B. M. Harrold, all of the canal commission.

## ALLIANCE TERMS.

Text of Treaty Between Great Britain and Japan.

LONDON—The text of the new agreement between Great Britain and Japan, which was signed by Lord Lansdowne, the British foreign secretary, and Baron Hayashi, the Japanese minister to Great Britain, on August 12, was issued by the Foreign office late Tuesday evening. The momentous document is a brief one, comprising less than 800 words, including eight articles and a preamble. Accompanying the agreement is a letter from Lord Lansdowne to the British ambassadors at St. Petersburg and Paris for transmission to the Russian and French governments respectively, in which the foreign secretary courteously reviews the agreement and carefully points out that the new defensive alliance is not intended as a menace, but rather as a guarantee of and prosperity in the far east, in which all countries may participate.

The main features of the new agreement have already been forecast in the Associated Press dispatches from London and Paris. The pithy articles of the official text, however, bring out forcefully the tremendous importance of both countries of this alliance, which practically makes Great Britain Japan and Japan Great Britain for the purposes of defense "in the regions of east Asia and India." This inclusive of India specifically as a point at which any aggression by a foreign power will call for the assistance of Japan finds much favor with the press of London, the morning papers in long laudatory articles welcoming the new and more extensive alliance of the two insular kingdoms west and east as giving immediate relief from the dangerous thunder cloud which so many years has hung over the Indian frontier.

## GATTELMER ARE CONVICTED UNDER THE FENCE LAW

OMAHA—The first conviction under the government's new fence law has been secured. Judge Munger overruled the motion for a new trial in the case of the Krause brothers, convicted at the May term of the United States district court of illegally fencing public land and intimidating settlers. Sentence was then passed on the accused, in which John Krause was required to pay a fine of \$800, pay one-half the costs of the suit and be in the custody of the United States marshal for twenty-four hours. Herman Krause was fined \$500 and one-half the costs of suit and sentenced to similar imprisonment. Both were to be confined in the Douglas county jail until the costs and fine were paid. Ten days were given the accused in which to raise the money for their fines and sentence was suspended in the interim. However, the accused made arrangements to pay the fine and costs at once. The costs will amount in the aggregate to \$1,175.

## STOCK RATE IS TOO LOW.

Such is Claim by Iowa Central Railroad at Hearing.

CHICAGO—Passenger service on the Iowa Central railroad, as far as operating expenses are concerned, costs the railroad company less than to handle cattle and other live stock shipments, according to J. M. Titterton, freight traffic manager of the Minneapolis & St. Paul and the Iowa Central Railway companies. Mr. Titterton gave the information before Federal Judge S. H. Bethea, who is hearing the cases of the interstate commerce commission against eighteen railroad companies on questions of alleged discrimination of freight rates.

"The rates on live stock from Missouri river points to Chicago are more than just to the shipper and less than just to the carrier," declared the witness. "Most of this traffic is what we call pick-up and our company must provide at various stations at a great expense for the reception of the cattle. It costs us more to receive and care for the live stock than for the same service for passengers, if you will. We provide scales and scale houses, windmills to pump water, pave the yards with vitrified brick, and build buildings which withstand the cold and heat alike."

## STEVENS MAKING PROGRESS.

Activity of Engineer on Canal Work Visible.

PANAMA—The work of John F. Stevens, the chief engineer of the Panama canal, and general manager of the Panama railroad is beginning to show favorable results. The correspondent of the Associated Press visited La Boca where the work has been pushed forward since the arrival of Mr. Stevens and the increase of the dockage facilities. Mr. Stevens informed the correspondent that the new 1,900 foot dock at La Boca will be finished September 20, that the dock at Cristobal will be completed by the middle of October and that the work on the railroad to be connected with the canal zone is advancing satisfactorily.

## Advance Carpenters' Wages.

Boston, Mass.—On Monday 6,000 union carpenters in Boston and vicinity will have their wages advanced 25 cents per day. The change becomes operative under a decision of Judge George L. Wentworth of the municipal court as arbitrator, given about a month ago. The Master Carpenters' association has agreed to accept the judge's decision. A number of employers not members of the association have not agreed to pay the advance and it is expected that a small number of workmen will strike.