Congregational Church Favors Consolidation

Prof. A. H. Waterhouse of Fremont Is Elected State Moderator at Norfolk Meeting.

Norfolk, Neb., Oct. 12.—(Special Telegram.)—Union with the Presbyterians and other leading evangelical churches of the United States was decided upon at the close of the 66th annual meeting of the Nebraska Congregational church late Thursday evening. The action was practically unanimous, the conference taking its inspiration from addresses delivered by Rev. W. W. Bolt of Lincoln and Rev. F. G. Smith of Omaha, who spoke on "A Divided World at Home and Abroad," and the recommendation address by Rev. John Andrew Holmes of Lincoln, who spoke on "A United Church to Have a Divided World." Dr. Holmes was a member of the committee which met in Philadelphia some years ago and launched the union church movement.

The resolution passed at the closing business session of the conference here reads as follows:

"Resolved, That the Nebraska conference of Congregational churches and ministers at this annual meeting held at Norfolk, Neb., on October 12, 1922, records its approval of the movement toward organized union among leading evangelical churches of the United States of America as set forth in the plan of union endorsed by the national council of 1921 and expresses its willingness to commit to the national council of 1923 the adjustment of any essential details which the future may require."

Three Accept Plan.

The resolution was presented by Dr. Holmes after he had delivered his address, and the action of the conference followed.

Leaders at the conference declare that three denominations have already accepted the federation plan. It will became a reality when six denominations have accepted it. These leaders declare that the future object to the federation is the entire elimination of the denominational groups with the coming forth of a great united church of America.

Waterhouse Is Moderator.

A. H. Waterhouse, superintendent of the Fremont schools, a layman, was elected moderator of the Nebraska conference without opposition. The three members of the board of directors elected for three years were Rev. W. D. King of Omaha, Rev. V. F. Clark, Diller, and C. E. Sheldon of Columbus. Other members of the directorate, who hold over, are: Dr. J. H. Andress, Norfolk; Rev. Walter H. Riley, Mrs. E. O. Hinman, Rev. W. Bolt, W. A. Holleck, Lincoln, and C. C. Smith, Exeter.

Committees elected by the conference are as follows: Religious education, George G. Weber, York; O. M. Adams, Courtland; business, C. G. Murphy, Lincoln; Chicago seminary visitor, Prof. A. G. Heyhoe, Crete; course of study, Prof. A. G. Heyhoe, Crete; C. G. Murphy, Lincoln; W. W. Bolt, Lincoln; credentials, J. H. Bitel, Franklin, H. H. Tyche, Norfolk; David Tudor, West Point; Doane college visitors, H. E. Bradford, Lincoln; A. H. Waterhouse, Fremont; B. J. Trickey, Albion; evangelism, C. H. Christiansen, Grand Island; O. O. Smith, Fremont; D. M. Beggs, Ashland; memorials, A. A. Cresenman, Crete; ministerial relief, C. H. Rogers, Lincoln; H. E. Tweedy, Clay Center; J. J. Klopp, Stanton.

Heavy Transport Plane Wins Mail Trophy Race

(Continued from Page One.)

warmly congratulated by Maj. Gen. Mason M. Patrick, chief of the army air service.

Both Lieut. Nelson and Lieut. Harris ascribed their victories to the "good planes" they piloted.

Lieut. Nelson, when he alight- in the army's New York-Alaska flying expedition in 1920, Lieut. Harris is a McCook field, Dayton, O., pilot.

Twelve hundred dollars was awarded winners of the two races, in addition to the trophies. Prizes of $600 and $200 were awarded respectively to second and third places in both events.

Among those who witnessed the races were Glenn L. Martin, designer of the planes in the first event and Orville Wright, who made the first flight in a heavier than air plane.

The order in which the planes in today's two events finished is shown in the following table:

Detroit News Trophy Race.

First: Lieut. Eric Nelson, Martin transport, 400-HP 2-Liberty 12.

Second: Lieut. Charles Austin, Martin bomber, 400-HP 2-Liberty 12.

Third: Lieut. C. C. Cummins, Martin bomber, 400-HP 2-Liberty 12.

Fourth: Lieut. Philip McElville, Martin bomber, 400-HP 2-Liberty 12.

Fifth: Lieut. G. E. Ballard, Martin bomber, 400-HP 2-Liberty 12.

Detroit Country Club Race.

First: Lieut. Harold H. Harris, Honeymoon Express, 400-HP Liberty 12.

Second: C. S. Jones, Curtiss Oriole, 160-HP Curtiss C-P.

Third: Lieut. R. Sworthington, Fokker transport (army T-2) 400-HP Liberty 12.

Chicago Grain Dealer Explains May 'Squeeze'

(Continued from Page One.)

assured that the figures would not be made public, Mr. Cutten agreed to furnish the commission with the exact figures of his transactions in May option.

Victor Murdock, acting chairman of the committee, asked Mr. Cutten whether the cariot rule had affected the farmer i nthat it brought down the price of wheat. Mr. Cutten expressed the belief that "certain parties," whom he did not name, had caused the rule to be invoked to benefit the elevator interests.

Urged Track Delivery.

E. F. Rosenbaum, president of the J. Rosenbaum company, the next witness, said that his firm, with the Armour Grain comanp, was one of the largest dealers in wheat last May, for the reason, he said, that both houses were strongly represented in the Missouri valley from where the May wheat comes.

Mr. Rosenbaum said that his firm had sold May futures and bought the wheat at western points to deliver on the futures. He added that he had urged the Board of Trade to permit track delivery ad that he had delivered his wheat in cars.

L. F. Gates, another witness, testified that, in his belief, an important factor in improving the condition of the farmer in reference to more even distribution of grain marketing and a better price immediately following the harvest, was more adequate provision for financing. He said that country bankers were demanding much more from the farmers in this respect this year than formerly.

Runaway Elephant Captured; in Chains

Wilmington, N. C., Oct. 12.—The circus elephant which for 48 hours has been celebrating in the vicinity of Wilmington by wrecking everything in sight was chained again today to a stake at a quiet spot near Cedar Point while her wearied keepers kept her supplied with extra rations of peanuts and other elephant delicacies "to calm her frayed nerves."

The big animal escaped from the circus here Tuesday after becoming frightened by the barking dogs. She went through fences, flower beds, a negro cabin and a dye factory and turned over several automobiles. She swam Cape Fear river and penetrated the alligator-infested Brunswick swamp without apparent damage to herself. She was recaptured late yesterday and her keepers said she would remain at Cedar Point until her nervous condition improved.

Notice of suit for $5,000 damage caused to its plant by the elephant has been filed by the Eureka Dye works here and various residents want their lawns, fences and automobiles paid for.

Republican Candidates

R. B. HOWELL,
Candidate for U. S. Senator.

FRIDAY, OCTOBER 13.

Humboldt	9:15 a. m.
Table Rock	10:45 a. m.
Pawnee City	1:30 p. m.
Liberty	3:15 p. m.
Wymore	5:00 p. m.
Beatrice (sup. 6:30)	8:00 p. m.

SATURDAY, OCTOBER 14.

Crab Orchard	9:00 a. m.
Tecumseh	10:30 a. m.
Cook (dinner 12)	1:00 p. m.
Syracuse	3:30 p. m.
Weeping Water	4:30 p. m.
Plattsmouth (sup. 6:30)	8:30 p. m.

C. H. RANDALL,
Candidate for Governor, and
ATTY. GEN. CLARENCE DAVIS.

FRIDAY, OCTOBER 13.

Marion	10:30 A. M.
Danbury	11:30 A. M.
Lebanon	1:30 P. M.
Wilsonville	3:00 P. M.
Hendley	4:30 P. M.
Beaver City	5:00 P. M.

SATURDAY, OCTOBER 14.

Naponee	10:00 A. M.
Bloomington	11:00 A. M.
Franklin	12:00 M.
Riverton	2:00 P. M.
Red Cloud	4:00 P. M.
Guide Rock	5:30 P. M.
Superior	8:00 P. M.

O. S. SPILLMAN,
Candidate for Attorney General, and
C. A. RANDALL,
Railway Commissioner.

FRIDAY, OCTOBER 13.

Overton	9:00 A. M.
Elm Creek	10:30 A. M.
Kearney (Lunch)	1:30 P. M.
Gibbon	3:00 P. M.
Shelton	4:00 P. M.
Wood River	5:30 P. M.
Grand Island	8:00 P. M.

SATURDAY OCTOBER 14.

Ravenna	9:30 A. M.
Boelus	11:30 A. M.
Dannebrog	2:00 P. M.
St. Paul	3:30 P. M.
Fullerton	5:00 P. M.
Central City	8:00 P. M.

BOB SIMMONS,
Candidate for Congress, and
A. R. HUMPHREY,
Candidate for congress, short term.

MONDAY, OCTOBER 16.

Merna	8:30 to 9:30 A. M.
Arnold	11 to 12 M
Stapleton	2 to 3 P. M.
Gandy	3 to 4 P. M.
Callaway	Evening

TUESDAY, OCTOBER 17.

Oconto	9 to 10 A. M.
Broken Bow	12 to 5 P. M.
Ansley	6 and night

WEDNESDAY, OCTOBER 18.

Eddyville	9:30 to 10:30 A. M.
Summer	10:30 to 11:00 A. M.
Miller	11:15 to 1:00 P. M.
Shelton	3:30 to 5:00 P. M.
Gibbon	6 and evening

GOVERNOR M'KELVIE.

FRIDAY, OCTOBER 13.

Central City	1:30 p. m.
Columbus	3:30 p. m.
Schuyler	5:00 p. m.
Fremont	8:00 p. m.

SATURDAY, OCTOBER 14.

David City	2:00 p. m.
Utica	4:00 p. m.
Seward	8:00 p. m.

Freight Boost Would Cost Each Farm in Iowa $8

Road's Counsel Tells Examiner Increase Would Levy 5 Cents on Each Acre.

Des Moines, Oct. 12.—A 10 per cent increase in freight rates on corn and other coarse grains would add $8 per year to the cost of each Iowa farm, or approximately 5 cents per acre, Attorney J. A. Davis, chief counsel for the northwest roads, which are seeking this increase, declared today in the grain rate hearing before Interstate Commerce Examiner H. C. Keene.

This information was divulged by Attorney Davis during the cross-examination of C. B. Hutchings of the American Farm Bureau federation, Chicago. Hutchings stated he had not estimated the exact amount the increased freight rates would mean to Iowa and Davis then supplied him with the carriers' figures.

On direct examination, Hutchings declared that because of the higher market value of wheat as compared with the other grains, the freight rate on wheat as compared with the other grains should remain higher, and that the volume of production should play an important part in rate making. He was the first witness for the six northwestern states contesting the petition of the roads for increased rates.

The rail and the fuel strikes entered into the discussion at the hearing this morning. L. E. Wettling, chief accountant for the carriers, testified that the wage reductions ordered by the rail labor board July 1 would mean a decrease of $37,300,000 in the operating expense of the western railroads. The fuel strike, he said, had cost the roads a considerable sum through decreased revenue and in cost of operation. Examiner Keene asked the witness if it was not fair to assume that the decrease in revenue caused by the coal strike would not be counterbalanced by an increased movement of coal during the next six months. The witness replied that it probably would.

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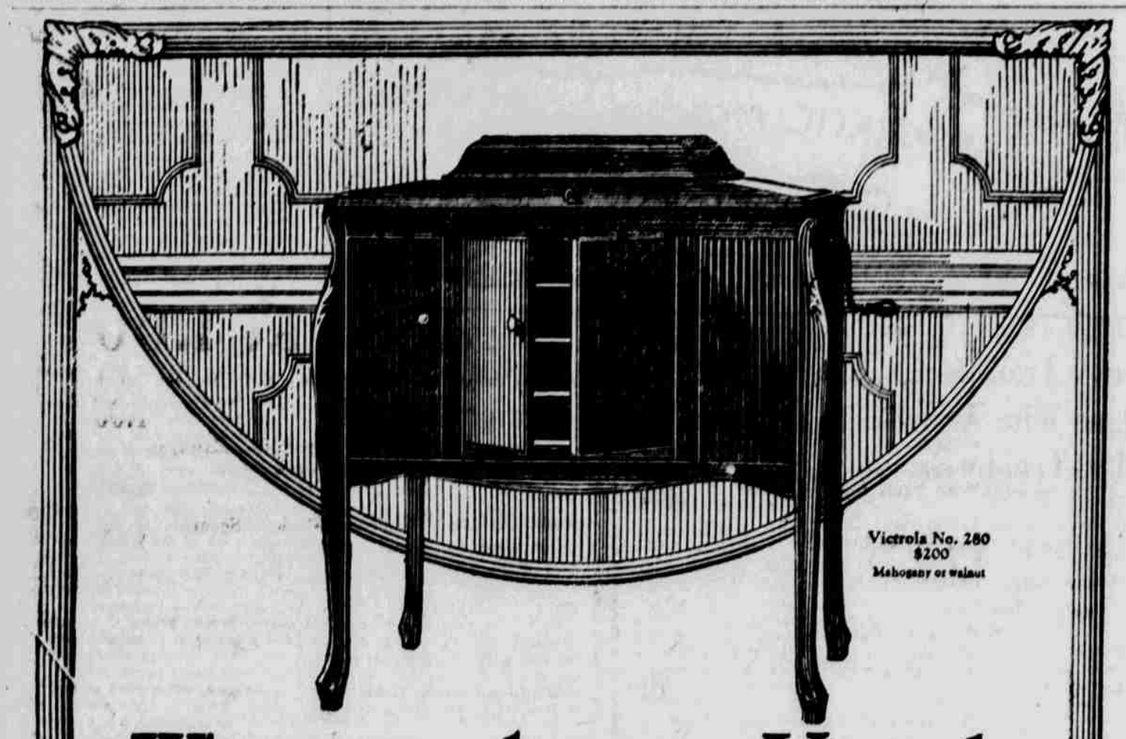

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I'll Stand Beneath Your Window To-night and Whistle (From "Spice of 1922")	Aileen Stanley—Billy Murray	
Chicago—Fox Trot	Paul Whiteman and His Orchestra	18946 10-inch 75c
Early in the Morning Blues—Fox Trot	The Virginians	
Suez—Fox Trot	Clyde Doerr and His Orchestra	18947 10-inch 75c
I Wish I Knew—Fox Trot	Clyde Doerr and His Orchestra	
I'll Build a Stairway to Paradise—Fox Trot (From George White's "Scandals")	Paul Whiteman and His Orchestra	18949 10-inch 75c
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