

FAIRBANKS IS BUSY

Indiana Senator Makes Eleven Speeches in Iowa and One in Illinois.

CONCLUDES TOUR OF THE HAWKEYE STATE

In the Evening He Addresses Large Crowd in Davenport Opera House.

FAIRBANKS DAY AT DES MOINES

Candidate for Vice President is Introduced by Governor Cummins.

ADDRESS TO STUDENTS AT IOWA CITY

Stops Made at Colfax, Newton, Grinnell, Brooklyn, Marengo, Kellogg, West Liberty, Davenport and Rock Island, Ill.

(From a Staff Correspondent.)

DES MOINES, Oct. 12.—Senator Fairbanks and party topped over night here and proceeded this morning through Iowa on the way to Davenport, where he spoke this evening.

The senator rose early and appeared fresh and bright. He spoke to about 1,000 persons at the Rock Island station before the train started out.

Governor Cummins introduced him and he was followed by a few words from Major Lacey of Okaloosa, who accompanied him across eastern Iowa.

Stops were made along the way at Grinnell, Newton, Iowa City, the places where he had been before.

Senator Fairbanks spoke here as follows: I am, indeed, grateful for this early morning welcome to the capital city of Iowa.

I was not a week ago in the same place, and I was not a week ago in the same place, and I was not a week ago in the same place.

Since I went to bed last night, talking republican policies I find on getting up that I can begin where I left off last night, as republican policies do not change overnight, and the party stands for those great policies which will bring about a better day and will be equally good tomorrow.

It gives me great pleasure to stand here in the home of your honored governor and to meet his friends.

I am glad to meet here the constituents of Congressman Hull, a splendid republican, whom you also do well to honor as you have.

Everywhere I find, in traveling over this country, our people are manifesting a keen interest in the republican party.

It is a vital bearing on our prosperity. I want to say here that no state has more quickly responded to the republican policy of republican policies than has Iowa.

A state which is great now and has a great future in store for it. It holds fast to those policies for which the republican party stands.

Chairman Spence of the state committee, before leaving for the east today, denied that he was responsible for the change in the schedule of Senator Fairbanks, and said he had done so for the last evening.

But the Polk county republicans did not make any special effort to get out a crowd for the Fairbanks meeting and those who went to the station were simply those who rose early and went on their own motion.

Children Great Party.

A number of children of only ten months were made at Colfax, the home of General J. B. Weaver, at one time populist candidate for president.

The crowd there was large and was composed principally of school children who were dressed in a body as the train drew up.

Each child carried a miniature flag and all were singing and shouting at the top of their voices.

Senator Fairbanks addressed himself principally to the children, admonishing them always to hold as sacred the flag of their country.

As the train moved out the children waived their banners and Senator Fairbanks responded by waving a flag of his own.

There was also an enthusiastic audience at Newton, where another brief stop was made.

Here Senator Fairbanks made his speech from a stand near the railroad tracks, on which a man dressed in the stars and stripes represented Uncle Sam.

The senator again admonished the people to stand for republican policies as the best guaranty of prosperity and happiness.

Winds Up at Davenport.

DAVENPORT, Ia., Oct. 12.—With a speech at Turner opera house tonight, Senator Charles W. Fairbanks concluded his tour of Iowa.

He was here at Davenport this afternoon on the Rock Island, where he addressed a crowd at the Mississippi river and speaking at Rock Island he returned to Davenport for tonight's meeting.

In addition to these two points he spoke during the day at Des Moines, Colfax, Newton, Kellogg, Grinnell, Brooklyn, Marengo, Iowa City, West Liberty, Davenport, and Rock Island.

The crowd at the meeting tonight was large, but the meetings of the day were not so well attended as were those of yesterday.

The longest stay today was made at Iowa City, where the meeting was attended by a club of 200 students representing themselves "Teddy's Hawkeyes."

To them, as to the students at Grinnell, Senator Fairbanks addressed himself especially, telling them that "the republican party stands for principles as fixed and enduring as the stars."

A large part of the day was spent in the Second congressional district, the only democratic district in Iowa, and Senator Fairbanks was accompanied by A. F. Dawson, republican candidate for congress.

At both Davenport and Brooklyn Senator Fairbanks discussed imperialism. At Brooklyn he said:

Our democratic friends have suggested from time to time that there is some danger of imperialism. They have got it into their heads to think that the republican party is inimical to the republic.

The republican party in some way or other is going to subvert our republican institutions and build upon their ruin imperialism. Did you ever hear of a more preposterous suggestion since the stars first came together?

The republican party has been the loyal, interested supporter of the only democratic party in the world since the time Abraham Lincoln took the oath of office in the national capital down to the present day.

It has been the steadfast adherent of those policies which have brought about the expansion of our national strength and the expansion of our glory everywhere.

RITING IN CHICAGO STREETS

Striking Drivers Attack Baggage Wagons and Cut Horses—Four Arrests Made.

CHICAGO, Oct. 12.—Rioting occurred in connection with a strike of baggage wagon drivers employed by the Frank E. Scott Transfer company today.

Attacks on wagons were repulsed by a squad of policemen at the barns of the company in Washington street.

One private detective employed to patrol the district, attempted to send out wagons met with unbridled resistance by pickets, aided by pathetic teamsters.

As fast as the men got a few blocks away the drivers stopped and attempted made to cut the lines.

Van Haven and State streets a non-driver of the company was attacked by a driver of an ice wagon and threatened an ax.

While this was going on several men supposed to be pickets, cut the lines of the baggage wagon driver.

The baggage wagon driver ran in an alley, leaving his wagon in an alley. Since it was a matter of one private detective employed to patrol the district.

W. J. Young, business agent of the Van and Baggage Teamsters' union.

Trouble was also experienced about the Auditorium hotel, where the baggage handlers had gone on a strike.

Several express wagons, loaded with trunks and valises from the depots, drove to the hotel and unloaded with difficulty, under police guard.

A crowd of twenty men attacked one of the Scott wagons at the Dearborn street station, while the driver was attempting to deliver baggage from one of the hotels.

Knives were drawn and only the arrival of the police prevented the trunks being cut.

One of the company's drivers got a load of trunks as far as Clinton and West Madison streets, when he was pursued by a crowd of strike sympathizers gathered by pickets.

In trying to get away he turned a street corner so swiftly that he fell off the seat, striking on his head. The crowd then fled.

GOULDS GET UNION PACIFIC?

rumor that Control of the Road Has Been Wrested from the Harriman Interests.

SALT LAKE CITY, Oct. 12.—At the annual meeting of the stockholders of the Oregon Short Line railway held here today.

The election of directors was postponed until November 1st.

The reason for this unexpected postponement could not be learned, those present refusing to talk.

The Oregon Short Line is a part of the Harriman system, and today's action, following the election to the Union Pacific board of directors yesterday of William G. Rockefeller and Henry C. Frick, has caused much comment in local railway circles.

What makes the situation more interesting is the fact that the large Harriman holdings of Northern Pacific stock are vested in the Oregon Short Line corporation.

It is generally expressed belief among local railroad officials that the control of the Union Pacific system has passed from the Harriman to the Gould-Rockefeller interests and that the postponement today of the Oregon Short Line directors' election forebodes some exceedingly important changes affecting the western railway situation.

There is much interest expressed in the possibility of effecting a change in the Union Pacific may have on the construction of the Western Pacific railroad from San Francisco to Salt Lake City.

This road was intended as a Pacific coast outlet for the Gould lines.

REPORT OF WESTERN UNION

Decrease in Net Earnings for the Year Over Three Hundred Thousand Dollars.

NEW YORK, Oct. 12.—The annual report of the Western Union Telegraph company, issued today, gives total revenues of \$29,240,890, an increase of \$1,702,708; expenses, \$27,847,575, an increase of \$29,997.

The surplus for the year, after charges, was \$1,393,315, a decrease of \$467,618.

Henry A. Bishop, son of the late W. D. Bishop, was elected to his father's place in the directorate.

A. H. Brewer, secretary of the company, was elected a director in the place of the late John K. Cowen.

The remainder of the board were re-elected.

President R. C. Clowry, in his annual report, made no mention of the agitation during the last year over the dissemination of racing news not about the difference in revenues on account of the cutting off of the racing news service.

During the year 96,193 miles of wire have been added, making the total wire mileage of the company 1,155,465.

GRAIN MEN ASK INJUNCTION

Elevator Men and Dealers Allege that Inspection Fees in Kansas Are Too High.

TOPEKA, Kan., Oct. 12.—An action was filed today in the United States court asking for a temporary order against J. W. Balford, the Kansas state grain inspector, to prevent him from enforcing a law of this state, concerning the weighing of grain, because of an alleged unfair favoritism.

The complainants are the Midland Elevator company of West Virginia, the Harris-Scott company of Illinois, the Grant W. Keary Grain company of Missouri, John I. Glover of Missouri and Broadway & McInley of Missouri.

The petitioners allege that the charges made for the inspection are extortionate.

CRANE IS HOAR'S SUCCESSOR

Governor of Massachusetts Appoints Predecessor as Member of United States Senate.

BOSTON, Oct. 12.—Governor Bates today appointed former Governor W. Murray Crane of Dalton, United States senator to fill the unexpired term of George F. Hoar.

Mr. Crane has informed Governor Bates that he will accept. He is one of the largest paper manufacturers in Massachusetts and has been prominent in state politics for a score of years.

In 1897 he was elected lieutenant governor and in 1900 became governor for three years. Mr. Crane is a personal friend of President Roosevelt.

TELLS OF FLEECE INDIANS

Inspector Commences Taking of Testimony at Winnebago.

None Allowed Within Mile of Agency Building—Father Schell Outlines What He Expects to Prove.

WINNEBAGO AGENCY, Neb., Oct. 12.—(Special.)—First blood was drawn by Rev. Father Joseph Schell in the investigation being conducted here by Special Inspector A. G. Wright into the cause of the lawless state of the Winnebago Indians and the charges that they are being ruthlessly robbed.

In the midst of evidence given by Father Schell that the traders "snapped up the pay checks" right at the agency, Inspector Wright interposed the order that hereafter no collections be made from the Indians within one mile of the agency.

There is already a regulation on this subject. This is a distinct victory for the Indians and for Father Schell, for the Indians are now able to keep away from the ring which has been swooping down on them.

This new regulation in connection with the new order from Washington that funds due the Indians for inherited lands shall be deposited by the Indians in the United States depository and draw out in amounts not to exceed \$10 in any one month, except on the special authorization of the agent, means losses to the speculators and crafters.

The latter, who hold \$120,000 of alleged stolen property, the Winnebagos, cannot collect them. What is more, no more of these notes will be taken because of the holders' inability to collect them.

When the inquiry opened Tuesday forenoon there were present in the agency office the inspector, Father Schell, Agent H. G. Wilson, Stenographer W. J. Barkley, C. J. O'Connor, Sr.; C. J. O'Connor, Jr.; John Ashford, Thomas Ashford and George Cain of Homer and Attorney E. Smith of Poncha Vista.

Ashford represent their own business affairs and resent the charges that Homer is the worst and only place in which Indians get drunk and spend their money recklessly.

They will present evidence tending to show this. There is no denial of the general drunkenness among the Winnebagos.

George Cain was the first witness. He has been acting as a special deputy United States marshal and he has made some recent arrests.

He testified that it was common knowledge in the agency that the Indians were getting into the liquor, and women getting in whenever they had money to pay.

Cain named a half dozen or more bootleggers, who, he said, make their living by peddling liquor to the Indians. They get the liquor, he declared, at the Homer saloons.

Father Schell was placed on the witness stand and asked to give evidence in his own words concerning the sale of liquor to Indians.

He was astounded when I came here," said the priest, "and that every adult member of the Winnebago tribe, with possibly five exceptions, were addicted to the use of intoxicating liquor, and their indulgence was such as to show there were filthy parties being given in the agency. I cannot blame the Indians. I have seen them drunk every day in Homer and on the road to the reservation, as many as twenty-five and fifty of them in a day.

I have seen them going into the saloons of Homer and coming out with jugs and bottles, men and women alike, and have seen them drunk and drinking in Homer and on the road to the reservation. Children as well as men and women I have seen drunk.

He was convinced there was something behind it all besides mere whiskey, and I learned it was the Indian money which was wanted and which could be got only by means of whiskey.

Notes given for whiskey were collected at the agency. I am sure that the Indians do not get all of the Indian money if the liquor traffic is not kept up. I have known and seen Indians who never have much money going into both Homer banks and asking for a little money to buy whiskey with.

I have known and seen them get the money to get and to sign notes for several times the amount of the loan or mortgage their teams as security.

Trader Admits Rottenness.

"One of the principal traders of Homer told me while on the way to Sioux City that he knew of the rotteness at Homer and admitted that he had a part in it.

He said that he had a part in it, but he said, "We don't want the explosion; the merchants cannot stand anything of the kind. Why, liquor is pressed on the Indians by these men and under such conditions for the weak red man."

Father Schell answered the inspector that he knew of no illegal sales outside of Homer, although he had watched for them and had heard such words made. He was told by the Homer merchants that they had driven out competition.

"Do the Indians admit their drunkenness?" asked Inspector Wright.

"Yes. Their drunkenness reaches their money limit and they will tell you so."

"Have you reason to think Homer people knew of this?"

"They all knew it. Even the little boys follow these Indians from the saloons and pick up the quickly emptied bottles thrown aside by the Indians. Some boys make quite a little money selling these bottles."

"Have these sales been stopped recently?"

"To a certain extent, yes."

Fighting and Manlaughter.

"Do you know of any fighting or manlaughter?" asked the inspector.

"Yes. There is fighting every day and there is a case now in the courts of an Indian who killed a young girl, the crime being directly attributed to the use of whiskey. Many other such cases have occurred."

Relating to the alleged practice of traders of "snapping up pay checks" Father Schell said:

"I have felt that these men who have run after the Indians for years and had a heavy heart of feeling. I have seen these men snap up checks, not waiting for the endorsement of the owners, but endorse the checks themselves."

"That is a very serious charge," interposed the inspector.

"I know it. I know it," replied the priest, "but I have the proofs."

"I have seen Homer merchants every pay day sitting on the window sills watching the Indians getting their money like birds of prey. There are a few of these traders known as the ring. If one member gets a check he sees to it that all the others get their pay. Those outside the ring must go empty handed."

"I have seen right here in the shadow of the agency buildings, checks for from \$1,000 to \$2,000 taken from an Indian and divided among the ring so that the Indian in five minutes had nothing to show for the sale of his property."

(Continued on Second Page.)

ARMOUR CAR CO.'S METHODS

Fruit Dealers Testify that Refusal to Pay Exorbitant Charges Resultants in Boycott.

CHICAGO, Oct. 12.—The alleged extortionate charges and arbitrary practices of the Armour Car company were again the subject of examination by the Interstate Commerce commission at its closing session this afternoon.

George F. Mead of George F. Mead & Co., fruit dealers, and vice president of the National Association of Commission Men of Boston, said the tactics adopted by the Armour company are fast running the commission business all over the east.

"What of the 215 retail cars shipped on a certain day and having, say, two cars of this same fruit at Springfield, run one of them down to Hartford, and when the local commission man arrives he finds the market sold out from under him."

"What of the 215 retail cars shipped on a certain day and having, say, two cars of this same fruit at Springfield, run one of them down to Hartford, and when the local commission man arrives he finds the market sold out from under him."

"I am sure we will have heard of them," was the reply. "I will be carrying interest back to Boston, for no one of my acquaintance ever saw a rebate of any kind."

A. L. Somers, a Chicago commission merchant, testified that the Armour company's charges are far in excess of the actual cost for icing cars and he cited several instances where he had been charged \$10 for icing a car for a trip of 200 miles, comparing the rate with one of \$10 made by the Santa Fe railroad for a trip of 700 miles.

H. E. Felton, vice president of the Union Tank Line, a company controlled by the Standard Oil company, appeared before the commission today and asked for a hearing in order to reply to charges made against his company by J. W. Midgley in testifying before the commission last Monday.

Mr. Midgley in his evidence declared that the railroads did not dare to disobey the orders of the Standard company or the big packers, and that any railroad line that did so would soon find that a boycott had been instituted against the company.

In this manner, Mr. Midgley asserted, the Standard Oil company and the packers compelled the railroads to pay excessive mileage for the use of their cars, enabling them to control traffic and peddle it out to the highest bidder.

In refuting Mr. Midgley's charges, Vice President Felton declared that the private car owners were the ones that were suffering and not the railroads.

"The company I represent," said Mr. Felton, "controls 3,400 private cars. Of this number one-third have wooden bottoms. The Standard Oil company is the ultimate beneficiary of the railroads, and that they would refuse to haul any of these cars containing wood and that in the future all oil cars must be composed entirely of iron. This demand of the railroads will cost us hundreds of thousands of dollars."

In concluding his testimony Mr. Felton said that the Standard Oil company and its affiliated branches, always worked within the limitations of the interstate commerce law and would always continue to do so.

Other witnesses before the commission were J. Ellis and J. S. Leeds of the Santa Fe railroad.

E. G. Davies of Chicago, commission merchant, testified that because he would not pay alleged exorbitant rates the Armour Car company placed an embargo upon his business.

Mr. Davies testified that the Armour Car company called him from his office and told him he might as well get out of business. He said they threatened that no freight consigned to him by shippers would be received unless all charges were paid in advance.

The threat was carried out, Davies testified, and during last summer, he said, he received no shipments from the entire vegetable belt south of Cairo, Ill.

Davies further testified that since the Armour Refrigerator line and secured an exclusive contract with the Pere Marquette Railroad company, compelling the growers and shippers of the Michigan fruit belt to use Armour cars and pay Armour prices, rates have increased 40 per cent.

"The shippers can either pay the unreasonable prices demanded by Armour," said Davies, "or let their fruit rot."

Mr. Davies presented as evidence letters from patrons informing him that Armour Car company refused to accept shipments for him unless all charges were prepaid. He also furnished a mass of testimony relating to the contrast in refrigeration charges between points of the same distance.

J. S. Leeds, general manager of the Santa Fe Refrigerator line, admitted that his company held rebates of \$3 a car on shipments from northern California points in order to meet the competition of Armour.

He said the Santa Fe Refrigerator line, although operating the same men as the Santa Fe Railroad company, was not a common carrier and that he proposed to continue to make inducements for patronage as long as conditions warranted.

WIFE USES ACID ON RIVAL

Missouri Woman Disfigures Face of Heiress Who Alleged Husband's Affections.

SPRINGFIELD, Mo., Oct. 12.—Mrs. Hollet Snow lay in wait for Mrs. Mary Bunel and dished carbolic acid in the latter's face, burning her face, neck and chest.

Mrs. Bunel, who was one of the heirs of the late J. P. Morgan, was in the city for the courts for years, may lose her eyesight.

Mrs. Snow, who was arrested, recently sued Mrs. Bunel, alleging that the defendant had alienated her husband's affections. Both of the women are young.

TWO BOODLERS SENTENCED

Charles F. Kelly of St. Louis Gets Two Years and Charles A. Gutke Five.

ST. LOUIS, Oct. 12.—Charles F. Kelly, formerly speaker of the lower house of the municipal assembly, and Charles A. Gutke, a former member of that body, were today sentenced to terms in the penitentiary for connection with the suburban bribery deal. Kelly was given two years for perjury and Gutke five years for bribery.

DIVORCE QUESTION STILL UP

Marked Division of Opinion Develops in Episcopal Church Convention.

MINISTERS ONLY TO SOLEMNIZE MARRIAGE

Resolution Asking States to Amend Laws to This Effect Presented and Placed on the Calendar.

BOSTON, Oct. 12.—A marked division of sentiment regarding the proposal to prevent the remarriage of the innocent party to a divorce, during the life of the former partner, developed at today's session of the house of deputies of the Episcopal general convention.

The house, sitting as a committee of the whole, discussed the issue all day and many vehement addresses were made by both sides.

Several prominent delegates expressed the opinion tonight that, in view of difference of opinion, the present convention would not act on the question, but would, like its predecessor, refer the problem to the next triennial convention.

Rev. Talbot Roger of Fond du Lac, Wis., Rev. E. A. Larabee of Chicago, Rev. Robert Ritchie of Philadelphia and other leaders of the high church party spoke strongly in favor of the proposed legislation.

Rev. Dr. F. W. Clappett of San Francisco, Rev. Dr. L. O. Kinsolving of Brooklyn and several other delegates opposed a change in the canon.

The house of bishops today presented the archbishop of Canterbury with a silver loving cup. The English primate will leave Boston for New York tomorrow and will sail for England on Friday.

The resignation of Bishop Thomas A. Jager of southern Ohio was received and accepted by the house of bishops and his conductor, Rt. Rev. Boyd Vincent, becomes bishop of the diocese.

Divorce Question Taken Up.

At the afternoon session of the house of deputies, sitting as a committee of the whole, the matter of divorce was discussed.

James McConnell of New Orleans opposed the adoption of the new canon in a dramatic speech. "In God's name," he declared, "how can a church legislate to take away the protection of the innocent. What right has any one to change the meaning of the words in St. Matthew's gospel?"

Where is the man to expound away the written word of the son of God himself?"

Rev. E. A. Larabee of Chicago, in supporting the new canon, quoted from the new testament to show that those who put away a wife or a husband and marry another commit adultery.

Rev. Dr. C. Rolip of Red Wing, Minn., favored the new canon, while Judge Prince of New Mexico made an address in opposition.

The debate was then put over until tomorrow.

At the morning session of the house of deputies Rev. William Grosvenor of New York presented a resolution amending the constitution so as to make the representation of each diocese in the house three clergymen and three lay deputies. The proposition was referred to a committee.

Restriction of Marriage Ceremony.

General J. H. Stotsberg of Indianapolis moved that a joint commission of bishops, presbyters and laymen be appointed for the purpose of memorializing the legislative bodies of the various states in the interest of laws restricting the performance of marriages to ministers of the gospel. The matter was placed on the calendar.

The house voted to fix the age limit for those entering the order of deaconesses at 23 years.

The house of delegates went into proposed canon of the forthcoming marriage of a divorced person while the former partner was living. A commotion was caused by John C. Buxton of Winston, N. C., who attempted to link the divorce evil with the liquor question.

Mr. Buxton is the delegate, who, on the opening day of the convention, attempted to read a resolution censuring Bishop Henry C. Potter of New York, for opening the Subway saloon. In his remarks today he expressed the opinion that it would be better for the church to curb the liquor traffic before changing the canons on marriage.

Continuing, he was saying: "If instead of a high official of the church lending his influence to the dedication of saloons, he was interrupted by a point of order.

Mr. Buxton was admonished by the chairman. Still he attempted to make some further reference indirectly to the Subway saloon, but was promptly called to order by the chairman. The time limit of the morning session expired before Mr. Buxton could continue.

The spiritual side of auxiliary work was the subject discussed at the women's auxiliary conference today. Among the speakers were Bishops L. B. Brewer of Montana and John M. Kendrick of Arizona and New Mexico.

The house of bishops today gave permission to the diocese of West Missouri to change its name to that of Kansas City.

THREE BOATS SWEEP TO SEA