

TWENTY-TWO DEATHS

Bodies of Six Victims of Harrisburg Wreck Yet Unidentified.

SEVERAL ARE FATALLY INJURED

Samuel Shubert and Max Stettshimer of New York Die During Afternoon.

CORONER BEGINS HIS INVESTIGATION

Loss to Railway Company on Train Alone Amounts to Hundred Thousand.

ONE HUNDRED AND THIRTY-SIX INJURED

Forty-Two Still Remain in Hospital at Harrisburg and Some of These May Not Recover.

HARRISBURG, Pa., May 12.—Two more victims of the wreck of the Cleveland and Cincinnati express on the Pennsylvania railroad at South Harrisburg yesterday morning died today, bringing the total number of victims to twenty-two. Two others are in a critical condition. Sixteen of the dead have been identified. The bodies of the others are so horribly charred and burned that it is doubtful if they will ever be positively identified.

The identified dead are: BISSINI, CHARLES, Philadelphia. BRIGHT, PAUL, Pittsburgh. BRADLEY, Y. L., Philadelphia. CROSBY, ALBERT, Philadelphia, conductor of express. D'OGHERTY, MRS. ROBERT G., Philadelphia. KILMAS, C. Altona. JEMAN, THOMAS, Pullman conductor, Philadelphia. MARTINA, RUDOLPHUS, Italian, infant, of New York. PHILLIPS, JAMES H., Pittsburgh. ROBINSON, ALBERT, Philadelphia. SHAW, M. R., Pittsburgh. SHUBERT, SAMUEL, the New York theatrical manager. SILVERMAN, G. F., Philadelphia. STEINBERGER, MAX, a New York manufacturer. THOMAS, H. K., Philadelphia, engineer of express. ZEIGLER, GEORGE, Pittsburgh.

Death of Mr. Shubert. Mr. Shubert died this morning at the Commonwealth hotel, surrounded by members of his family and business associates. His body was taken to New York this afternoon in a special car furnished by the Pennsylvania Railroad company.

Max Stettshimer of the Harrisburg hospital this afternoon. His body was taken to New York this evening by a brother who came here last night.

Joseph Eberley of New York and Miss Anna Peters of Cleveland are at the hospital and are not expected to live. All the other injured at the hospital are doing well and are expected to recover.

Three of the charred bodies at the temporary morgue were identified today as Thomas Lewis, who was recognized by his gold watch and chain; Charles Bismut and Miss Robinson, who were recognized by their teeth.

Coroner Examines Wreck. Coroner Krause, with his jury, today again visited the scene of the wreck. The inquest will not be held until after the railroad company has completed its inquiry into the cause of the disaster.

The first funeral that of the Italian child, took place here today. The railroad company still has a large force of watchmen on duty at the scene of the disaster to prevent the taking away of any valuables that may be found.

Final services over the bodies of the unidentified dead will be held tomorrow afternoon in the Market Square Presbyterian church.

Hundred and Thirty-Six Hurt.

Of the 136 injured, 106 received treatment at the Harrisburg hospital. Of this number 11 have remained there and the eight deaths that have occurred leaves the number still there forty-two. Several of the injured are in hotels.

United States Senator Knox, whose daughter, Mrs. J. H. Thindie, and her husband escaped from the wreck with slight injuries and were taken to the executive mansion, arrived here last night and accompanied them to his farm at Valley Forge.

No estimate of the financial losses of the railroad property has been made by the company officials, although it is believed that \$100,000 will be needed to cover the loss of the passenger train alone.

Shubert's Rapid Rise.

NEW YORK, May 12.—Sam S. Shubert, who died at Harrisburg today from injuries sustained in yesterday's railroad wreck, was one of the most successful of the younger theatrical managers in the country. Early in his career, less than twenty years ago, he and his brother Lee, rose through the ranks until now the partnership controls several theaters in this city, a dozen or more in other cities in this country and one playhouse in London. It was only recently that they secured control of the London house, the Waldorf. In addition to the theaters the partnership owns companies which have produced successful plays.

STOCK GROWERS NAME BOARDS

Men Who Will Control Organization Are Selected by Convention at Denver.

DENVER, May 12.—The executive committee of the American Stock Growers' association has elected a board of control and a legislative committee. The board of control will have charge of the management of the association during the interim between meetings of the legislative committee, which will be held at Denver in April, September and January. The board is composed of Murdo MacKenzie of Trinidad, Colo., A. B. Collins of Denver, J. M. Boardman of Helena, Colonel W. H. Hughes of Denver, A. M. Ammons of Littleton and M. K. Parsons of Salt Lake City.

The legislative committee, which will handle all matters relating to legislation, is composed of Murdo MacKenzie of Trinidad, Fred P. Johnson of Denver, J. L. Ames of Iowa, J. M. Boardman of Montana, W. W. Turley of Texas, H. B. Boice of Oklahoma and W. G. Comstock of Nebraska.

Colonel W. H. Hughes was elected temporary secretary. S. H. Cowan of Texas was appointed legal counsel and instructed to proceed to Washington and attend the hearings before the senate committee on the railroad law question.

The cattle raisers' interstate committee has decided to co-operate with the American stock growers' legislative committee and to place all its funds at the disposal of the latter committee for the prosecution of its purpose.

The next annual convention of the new association will be held in Denver January 9, 1906.

NEGRO LYNCHED IN MISSOURI

Holds Man's Wife and Child as Hostages While He Goes to Bank for Money.

CAIRO, Ill., May 12.—Tom Witherpoon, a negro, was taken from officers at Belmont, Mo., fifteen miles below Cairo, at 6 o'clock this evening by a mob of several hundred persons and hanged in the public square to a large swing. Early this morning, a negro, said to be Witherpoon, who only recently returned from the Missouri penitentiary, went to the home of Fred Hess, three miles below Belmont and at the point of time demanded \$200. Hess, who is a member of the Missouri legislature, told the negro that he did not have that much money in the house. The negro ordered him to go to Belmont and get the money. He compelled Hess to hitch a horse to a buggy and ordered him into it with his wife and child.

The negro then saddled another horse, and mounting it, told Hess to drive toward Belmont and when near that place the negro forced Mrs. Hess and child to get out of the buggy and enter a deserted shanty. The negro then told Hess to drive to Belmont and to send the money back by a negro preacher inside of one hour or he would kill his wife and child. Hess hurried to Belmont and got the money and set it back with a negro preacher. The desperado immediately mounted the horse and rode up the Iron Mountain railroad tracks. A posse was organized at once by Belmont and Cairo citizens and a small party followed the negro on a switch engine and discovered that he took refuge in the swamps around First lake. Bloodhounds were secured from Charleston and the negro was found in a deserted shanty. He was captured and taken to Belmont by the officers. A mob of several hundred persons had formed in Belmont and the negro immediately took charge of the negro and despite his begging and shouting he was thrown into the public square and secured a rope from a swing and strung the negro up as the guilty man.

ROJESTVENSKY IS SUPREME

Admiral in Command of Entire Navy of Russia in Far East—Ships Reconnoitering Straits.

ST. PETERSBURG, May 12.—The admiralty declines to divulge any information which it has about the ships of the Vladivostok division which are reported to be off the coast of Japan, but the impression prevails in naval circles that acting under the instructions of Vice Admiral Rojestvensky they have passed through Tsugaru straits into the Pacific on a reconnaissance to ascertain if the passage is free of mines and feasible for Rojestvensky's squadron and also to threaten Japanese commerce. All the Russian naval divisions now in the far east are acting under Rojestvensky's orders.

M. Vronskii, the military expert of the Novoe Vremya, explains the failure of Field Marshal Oyama to undertake an advance as well as the failure of the Japanese to make an expedition to the island of Sakhalin is due to the appearance of Rojestvensky's squadron in Chinese waters. "In his hands now is the fate of the sea-coast," the paper says. "May God grant him success."

The above approaches the imperial guard for not going to the front, saying: "It is his place on the battlefield. In all Russia's wars the guard has won glory. It is composed of the picked men of the empire and should show the world what Russian can do."

TOKIO, May 12.—(O. A. M.)—France's latest assurance of neutrality equals the situation somewhat, but does not remove the popular sentiment against it. The press urges the government to maintain a strong attitude toward France and demand explanations, saying that it is necessary for France explain events between May 3 and May 9.

EXPLOSION IN BUTTE MINE

Seven Men Killed and One Injured by an Accident in One of the Heinze Properties.

BUTTE, Mont., May 12.—Seven men were killed and one injured, probably fatally, in an explosion in the Corra mine, one of the Heinze properties, this afternoon. The dead are: DANIEL O'BRIEN, R. H. HILL, DAVE GILL, BELS BARRA, JOHN KRAMER, DANIEL HALEY.

The injured: Hugh McGillis, concussion of the brain, condition serious.

The cause of the explosion is not known and only by the remains picked up filled with dynamite. Four others about one hundred feet distant, were instantly killed, though their bodies were not mutilated.

The deaths in which the unfortunate men were working were completely littered with human fragments. While Foreman Thomas was groping in the dense smoke in an effort to rescue the men, he found half of the top of Wampa's head hanging to an electric light wire over a hundred feet distant from the scene of the explosion. Several of the rescue party were overcome by the terrible sight.

GAS TANK EXPLOSION FATAL

Four Men Killed and Forty Injured by an Accident Near Philadelphia.

PHILADELPHIA, May 12.—Four men were killed and two score others were more or less seriously burned today by the collapse of an immense gas holder at the Point Breeze works of the United Gas Improvement company in the southern part of the city.

The dead: GEORGE H. WHALEN, a tin roofer. JAMES GILLIE, employee of gas works. OWEN BRADY, employee of gas works. ROBERT FLEMING, employee of gas works.

The gas holder collapsed from some unknown cause and the great volume of gas which the holder contained exploded with such force that buildings within a radius of half a mile were shaken. It is believed that when the gas escaped from the holder it was ignited by the inner's furnace, causing a great flame. There were more than fifty men at the station, and the tank and nearly all of them were either badly burned or scorched.

SECRET CODE OF ARMOURS

Former Stenographer Tells Words Used by Private Car Line Company.

MANY DEAL WITH MATTER OF REBATES

Laughter Follows Explanation by Witness of Code Names of Members of the Interstate Commerce Commission.

CHICAGO, May 12.—Sensational testimony as to an alleged secret code used by the Armour car line in making rebates was given today before the Interstate Commerce commission here. The testimony was given by H. Streycykman, formerly employed by Armour & Co. as a stenographer. Witness read from a book some of the code words and their meaning as follows: Laughome—Rebate. Launch—Better arrange rebate there. Launching—Can I get a better claim? Laura—Hundred rebate matters very carefully. Lava—Pay rebates from cash on hand. Lavello—Rebate must be confidential. Godpath—Interstate Commerce Commission.

Here there was a ripple of laughter among the shippers present. The interstate commerce commissioners smiled. Mr. Streycykman continued: Woodprint—Avoid service of summons from Interstate Commerce commission. The laugh again rose to a loud shout. "Printed—Judson C. Clements of Georgia. Imprints—J. C. Yeomans. Improbatus—J. W. Fifer.

When the code words standing for the names of the interstate commerce commissioners were read laughter and handclapping among the shippers caused Chairman Clements to rap for order. Questions relative to rebates paid by various railroads for icing cars, Mr. Streycykman replied: "The Northwestern billed ice at \$1 a ton. That furnished by the Chicago, Milwaukee & St. Paul was billed at \$2.50, with a rebate of \$1 being granted on counter-claims. In the case of the Erie it was \$1.50. This gave large profits to the Armour lines."

Witness Alleges Discrimination. Showing what he claimed to be discrimination among shippers, Streycykman declared that former Lieutenant Governor A. D. Anderson of California paid 50 per cent tariff rate on lumber and that the Erie paid 50 per cent rebate, said the witness, "were Frank H. Buck of San Francisco, the Earl Fruit company, the Porter Bros. company, the Producers Fruit company and others. Those who paid and received less than 50 per cent rebate were Stephens & Humphreys, S. R. Roper, Schnadel Bros., George D. Kellogg and others." He said the net cost of ice to the Armour car line on the New York Central was \$2 a ton, on the Baltimore & Ohio \$2.50 a ton, on the Pennsylvania line \$2 and \$2.50 a ton. Streycykman declared that the profits to the Armour lines on the icing ran as high as 50 to 60 per cent.

"The profits on car shipments from California to New York," said the witness, "were on an average of 250%."

On cross-examination, Streycykman declared that George H. Robbins, president of the Armour car line, had attempted to secure the papers and code the witness had in his possession by threats.

Armours Make No Defense. As no witnesses were offered in defense of the Armour car lines, Chairman Clements announced at the conclusion of Streycykman's testimony that the commission could remain in session no longer, and that the case would occupy their attention in Washington. It was then arranged by agreement of the representatives of the shippers, the car lines and the commission that a further hearing of the investigation should be held at a future date. The time and place for the continuation of the inquiry was not decided upon today, but will be announced later by the commission.

SECTION BOSS CAUSES WRECK

Leaves Switch Unlocked and Lets Rock Island Train Onto Siding.

SPRINGFIELD, Neb., May 12.—(Special Telegram.)—A bad wreck occurred on the Rock Island at 7 o'clock this morning at Meadow, a small station four miles south of this place. Fast freight No. 57, that left Omaha at 6:30, ran into an open switch and crashed into a string of twenty empty flat cars, which were on a siding about three miles an hour. The engineer, fireman and head brakeman all jumped before the crash came and besides a few slight sprains and bruises were not seriously injured. A car loaded with emigrant goods, including four horses, six hogs, and three men, just behind the engine, came out of the wreck without a scratch. Section Foreman Charles Deardorff had just ordered the hand car placed on the siding to let the train pass. He unlocked the switch and turned it for the hand car, and then followed the car in on the siding so that it would clear the main track and he and his men sat down on the car to wait for the train to pass. When they realized the danger it was too late to close the switch. They started to run from the track and the fireman never came a true wreck.

The injured are: Engineer Thomas Graville, Fairbury; Fireman E. E. Brown, Fairbury; Lyman Borham, Leslie Borham, G. W. Curtis and Guy Davis of Tekamah, Neb., were in the car behind the engine.

INSANE MAN AT WHITE HOUSE

Italian Who Says His Murdered Wife Is Inside Trice to Break in Back Door.

WASHINGTON, May 12.—A man who said his name is Daniel Costabile, an Italian, was arrested by Policeman Hopkins while trying to force an entrance at the rear door of the White House, about midnight tonight. He was locked up at the police station.

When questioned as to the reason for being on the White House grounds he declared that a spirit had entered his head and told him that his murdered wife was to be found in the White House. The man was hatless and clad only in a coat of thin serge. He was first seen by a negro climbing over the iron fence surrounding the grounds of the White House and attention was attracted by the sound of an attempted entrance at the rear door. He was tugging frantically at the door and shouting, "Francesca, it is I!" Policeman Hopkins rushed up and hurried him to the ground. Stripping off his coat, he made a dash for the station, but was stopped, and the man's men were necessary to place him in a cell.

YOUNG CROKER DIES ON TRAIN

Son of New York Political Leader Expires While Enroute to Oklahoma.

KANSAS CITY, Mo., May 12.—Herbert V. Croker, son of Richard Croker, the New York Tammany boss, was found dead on a southbound Santa Fe train near Newton, Kan., early this morning, and it is supposed that he died of opium poisoning. The body was taken from the train at Newton, where it is being held, and where it is expected that an autopsy will be performed to determine the cause of death. From papers found on the dead man, it appears that he was on the way from New York to spend a vacation at the ranch, Bliss, Okl. He stopped in Kansas City on his way west yesterday, but did not register at a hotel or, so far as known, make his identity known to any one. He visited the Elm Ridge racetrack in the afternoon, but it is considered was not unusual for Croker to be in the city in a condition of stupor, was put on board a chair car on a Santa Fe train by a negro, who gave him a purse containing \$19 in money and a ticket to Bliss, Okl. Mr. Croker immediately stepped into a heavy sleep. His fellow passengers noticed his sleep become quieter. No attention was paid to his condition until Newton had been nearly reached, when the conductor, seeking to arouse him to collect his baggage, found him dead. The coroner at Newton began an inquest tonight, at which trainmen testified that Mr. Croker did not smell of liquor. The inquest was adjourned till tomorrow, and it is expected that an autopsy will be performed tonight.

The police of this city found the negro who put Croker on the train. He was a porter at the Coates house, named Woodson. He said that Croker, whom he met at the hotel, asked to be taken to an opium joint; that he took Croker to such a place, kept by a Chinaman; that Croker stayed there for an hour; and that then, at his request, Woodson took Croker to the train, and he had no further conversation with the police believe Woodson's story and he has not been arrested.

KANSAS CITY, May 12.—Charles Woodson, the negro porter who accompanied Herbert Croker to the train, was arrested this morning and held for investigation.

NEW YORK, May 12.—News of the sudden death of Herbert Croker, son of Richard Croker, was received in this city today from Newton, Kan., by his eldest brother, Richard Croker, Jr., and his mother at the hotel, in Seventy-fourth street. The Croker home tonight was plunged into the deepest gloom.

Herbert Croker left this city a few days ago to take a vacation on a friend's ranch in Oklahoma, and he had been in ill health and had come to recuperate.

A cablegram was sent to his father in Ireland. This is the second death in the family, Frank Croker having died last January from injuries received while racing the train in the Seventy-fourth street.

Herbert Croker was nearing his 33d year. He was an expert golfer, a lover of dogs and a thorough sportsman. He started in business after finishing his studies at Cornell university and secured a position in the shipping line of Lewis Nixon at Elizabethport, N. J.

RANCHMEN SEE ENGINEERS

Wyoming Men Discuss Proposed Irrigation Projects with Reclamation Board.

BILLINGS, Mont., May 12.—A delegation of Wyoming ranchmen arrived in the city today and presented a proposition to the board of consulting engineers of the United States reclamation service for the proposed irrigation of Gray E-11 valley in the Big Horn country. Under the water right system now in vogue it is asserted that the surplus of water in the high season goes to waste and that during the irrigation season there is not enough water to supply the needs of the valley.

Another delegation from Carbon county is here today to discuss the proposition of an immense reservoir on Clark's Fork. Mr. Will reclaims lands in Carbon county, Montana, and Big Horn county, Wyoming.

From here A. P. Davis of Washington, D. C., assistant engineer, goes to Denver to take charge of the construction of the Interstate canal on North Platte river. H. A. Wiley, consulting engineer, goes to Idaho to take charge of several projects and C. E. Skungo, supervising engineer, and C. E. Skungo, chief consulting engineer, will make a tour of inspection in Montana with special reference to the Milk river project.

BRYAN TALKS AT KANSAS CITY

Nebraskan Approves Attitude of President Roosevelt on Railway Question.

KANSAS CITY, May 12.—William J. Bryan was the guest of honor at a principal speaker at a dinner given by the Knott and Fork club of this city at the Midland hotel tonight. In an interview Mr. Bryan said that he admired the position of President Roosevelt in the railway question. When asked if he thought the president would call a special session of congress and urge upon that body the necessity of immediate railroad legislation Mr. Bryan returned the answer that he is glad that the president has taken this position. In regard to the recent Troop's banquet in Chicago, at which President Roosevelt was the guest of honor, Mr. Bryan said: "I was gratified at the recent expression of good will of the democrats in Chicago toward the president, and I am glad that the democrats of the nation are supporting President Roosevelt in his position on the railroad rate question. The westerners like Mr. Roosevelt. I am glad to see that they are supporting him in many of his policies. They have my regard and respect that a sure must be pleasing to our president. He was given his ovation by the Troop's club, but that which is most gratifying to me is his outspoken policy on rate legislation. I am ready to commit myself. Secretary Taft has spoken a policy which must appeal to our citizens, and President Roosevelt has followed it up. This question will come before the people for solution."

PROPERTY STOLEN AT RULO

Part of Plunder Found in Kansas City Taken from Nebraska Merchant.

KANSAS CITY, May 12.—(Special Telegram.)—The private robes which were found in the home of James Patton, the Kansas City peddler who was shot early Wednesday morning by the city marshal at Glenwood, Ia., have been identified as those stolen from the merchandise store of Herman Bohme at Rulo, Mo. The police received a circular a few weeks ago from Rulo, giving a description of robes, caesocks and surplices, which had been stolen from that city. The circular described the robes recovered by the police yesterday. Chief Hays noted the storekeeper last night that the stolen property had been found.

These national banks were today authorized to begin business with \$2,000 capital. First National bank of University Place, Neb., Charles Granderson, president; E. S. Kirkland, cashier. The Citizens National of Guthrie Center, Ia., John W. Foster, president; O. D. Williams, cashier. Rural carriers appointed for Nebraska.

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PRESENT RATES SUIT HORD

Nebraska Cattleman Tells Senate Committee He Wants No Change.

STICKNEY TALKS OF MAKING OF REBATES

Freight Charges Are Manipulated by Means of Elevator Fees and Midnight Tariffs.

WASHINGTON, May 12.—(Special Telegram.)—T. H. Hord, a cattle raiser, farmer and grain dealer of Central City, Neb., appeared before the senate committee on interstate commerce today to protest against the proposed rate legislation. Mr. Hord said: "At the present time the railroads in my state give us good service. They grant all reasonable demands. We have the railway officers among us and we want the conditions to remain unchanged because we are suffering. I came here at the request of friends who agree with me because we think it right to enter our protest."

Stickney Tells of Eviction. A. B. Stickney, president of the Chicago Great Western, filed with the senate committee on interstate commerce a statement in favor of giving the interstate commerce commission power to fix rates. He says that the commission would be the most satisfactory arbiter possible. Speaking of rebates, he says "that since the junctions the traffic directors have stopped the war and made their own schedule, but in lieu thereof have paid elevator fees, which is another way of giving rebates."

A government commission would be untrammelled by competition or a desire to secure tonnage for a particular line and could frame an equitable schedule.

Mr. Stickney thought that the commission should be allowed to fix minimum as well as maximum rates or discriminations could not be prevented. Mr. Stickney criticized the free pass system.

Question of Railway Passes. "As an individual rule of action the law against free passes," he said, "was ignored by the congressman who passed it and by the president who approved it, and subsequently congressmen and president with rare exceptions have ignored its provisions. Traveling, they present the evidence of their misdeeds before the eyes of the public in such a way that it indicates no regard for the law. The governors of the states, the judges, in short, all officials in the highest to the lowest, the higher clergy, college professors, editors, merchants, bankers, lawyers, present the evidence of their misdeeds in the same manner."

"There is one man, and but one man, whose example would be effective, and, unless the American people have misjudged his character, if he realized that he was transgressing the law in accepting the courtesy of free transportation, Theodore Roosevelt would have the virtue and the courage and the ability to set the example, which shall awaken officialdom and all good citizens to a sense of the individual duty to obey the law."

Midnight Tariffs Condemned. Discussing rebates Mr. Stickney said: "Since the junctions the traffic directors have stopped paying rebates on grain shipments, but in lieu thereof have paid elevator fees, a practice which the interstate commerce commission has sanctioned as the only equitable method of giving rebates. It is evidently a rebate paid to elevator owners which is not available to ordinary shippers. The traffic directors have made secret contracts with large shippers at rates below the schedule rates, and having the evidence of their misdeeds they 'publish' a schedule containing the 'midnight schedules,' and have all the effect of secret rebates. The small dealers are unable to compete with these large profits, which the large dealer pockets as losses, and the railway company secures a large profit on the sale of the schedule. These legal midnight schedules can only be prevented by conferring upon a government commission the power to make such schedules."

The committee, according to Mr. Stickney, should not make a separate schedule for each railway, but only one schedule for all the railways, and its duties would be to line up the existing rates to the best of its ability.

President Ramsey on the Stand. President Joseph Ramsey, Jr., of the Wabash railroad, was again a witness tonight in the senate on the proposed rate legislation. The advocates of the proposed legislation, he contended, do not want maximum rates, but desire a rate for the benefit of their particular localities.

A number of shippers testified in opposition to granting the commission power to fix rates. Nearly all of them said the railroads treated them fairly and they did not desire governmental interference.

Among these shippers were: E. V. Hoard of Omaha; John Peter Jensen of Jansen, Neb.; F. H. Gilchrist, Kearney, Neb.; H. D. Rand, Burlington, Ia.; S. W. Fordyce of St. Louis, and Edward Smedley of Dubuque, Ia.

Wells for Employees. With a view of safeguarding the health of its employees and those of contractors on the Belle Fourche project in South Dakota, the reclamation service has directed Engineer Walter to begin at once the sinking of a number of artesian wells at points where camps are to be located. The wells are to be drilled to a depth in the artesian belt so there is practically no uncertainty in regard to securing a supply of water suitable for domestic purposes.

Commis Calls on President. Governor Cummins of Iowa saw the president today before the cabinet met. The Iowa governor when asked what he thought ought to be done to meet the growing deficit of the treasury said there did not seem to be any crystallization of sentiment on the subject. He admitted that changes in the tariff would be one way of bringing about additional revenues. He was not prepared to say whether he believed this way would be adopted.

Mrs. Shaw Recovers. The secretary of the treasury and Mrs. Shaw have returned to their Massachusetts residence home, after a few days spent in New York. Mrs. Shaw has entirely recovered from her recent illness and is entertaining Mrs. Dulick, her sister, and Miss Boff, her niece.

A. C. Smith of Omaha, head of the M. E. South Dry Good company of that city, who came to Washington to tell the interstate commerce committee of the senate what he knew about railroad rates in his section, left for New York today.

Routine of Departments. These national banks were today authorized to begin business with \$2,000 capital. First National bank of University Place, Neb., Charles Granderson, president; E. S. Kirkland, cashier. The Citizens National of Guthrie Center, Ia., John W. Foster, president; O. D. Williams, cashier. Rural carriers appointed for Nebraska.

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THE BEE BULLETIN.

Forecast for Nebraska—Showers and Thunderstorms Saturday, Sunday Fair and Warm.

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Temperature at Omaha Yesterday:

Hour	Temp.	Hour	Temp.
5 a. m.	44	1 p. m.	58
6 a. m.	44	2 p. m.	62
7 a. m.	46	3 p. m.	68
8 a. m.	49	4 p. m.	69
9 a. m.	55	5 p. m.	70
10 a. m.	59	6 p. m.	69
11 a. m.	61	7 p. m.	68
12 m. m.	61	8 p. m.	63
		9 p. m.	63

OUTLAWS ESCAPE FROM JAIL

Overpower the Sheriff and Take Arms, Ammunition and Horses.

CHEYENNE, Wyo., May 12.—(Special Telegram.)—While Deputy Sheriff Webb was giving water to a prisoner in the county jail at Casper tonight he was overpowered and disarmed by Ed Lee, Martin Trout and William Wardlow, three desperate outlaws, who made their escape after securing guns, ammunition and clothing from the sheriff's office, and horses and saddles from the stables. They bound and gagged Sheriff Webb's wife and choked her, but before departure removed her and made her good-bys. The trio rode away in the direction of the Casper mountains. Deputy Sheriff Hart organized a posse and started in pursuit, overtaking the bandits near the summit of the mountains, seven miles from town, where a battle was fought and the outlaws were killed. The posse was accompanied by Sheriff Miller, also at Casper, and J. M. Eagan, the 'Frisco station agent, and several other patients have been taken to Springfield, Mo.

Four Hundred Injured. Statements that 400 persons were injured are correct, but most of these suffered only slight bruises. Forty-five persons are receiving hospital treatment, and five to forty. More than 100 laborers brought here by the 'Frisco railroad, together with a big force of volunteers, began moving and burning debris today. Two men dead and another barely alive were found in a heap of rubbish against a railroad freight car near the station this morning. They had been there since last Wednesday night at 8:15 o'clock, at which time every clock in town stopped.

Second Storm Causes Panic. The havoc and suffering wrought by the tornado was almost total, as the debris of grief-stricken citizens today by a terrible rainstorm. Another tornado seemed threatening the town, and men and women who had survived the frightful destruction of Wednesday night became panic-stricken. The rain was accompanied by high wind, increased the fear.

Every building in town bears evidence of the tornado, and the rain poured through roofs in torrents. The temporary hospital buildings, where men, women and children lay swathed in bandages and moaning in pain, and the performing organs were quickly flooded. Oil cloths were spread over the sufferers, but this afforded only scant protection against the water.

Excellent order