

ESTABLISHED JUNE 19, 1871.

OMAHA, TUESDAY MORNING, AUGUST 8, 1905—TEN PAGES.

SINGLE COPY THREE CENTS.

ENVOYS RESUME TRIP

Fog Lifts and Vessels on Way to Portsmouth Start for Destination.

SQUADRON PASSES NANTUCKET ISLAND

Wireless Message Reports Fine Weather and All on Board Well.

DUE AT PORTSMOUTH THIS MORN

All Reception Ceremonies Postponed Twenty-Four Hours.

WITTE ARRIVES IN SPECIAL CAR

Senior Russian Envoy Reaches Destination from Boston at 11:25 P. M.—Party Taken to Hotel Wentworth.

NEWPORT, R. I., Aug. 7.—A wireless message received from the Nantucket Signal lightship reported the squadron bearing the Russian and Japanese peace envoys passed Nantucket at 3:45. The message said the weather was fine and that all on board were enjoying a good passage. The yachts Dolphin and Mayflower, with their crews, bearing the Russian and Japanese commissioners to Portsmouth, sailed from this harbor at 8 a. m. With the exception of M. Witte, who left for Boston by special train last night, the members of the Russian and Japanese parties were on board their respective vessels. The fog, which hung heavily over Long Island sound yesterday and which made necessary the stop at this port, was burned by a steady breeze today and the conditions were ideal for continuing the voyage to Portsmouth. Shortly after the departure of the fleet the Dolphin picked up the wireless station and sent a large number of dispatches, which are to be called to Japan. The Dolphin reported excellent weather outside. A message was also received stating that the envoys had had a refreshing night and were enjoying the voyage under today's pleasant conditions.

Witte Reaches Portsmouth.

PORTSMOUTH, N. H., Aug. 7.—Although the navy yard settled back into its accustomed routine, somewhat earlier than the residents of this port expected, the wireless station had a very busy day trying to pick up the Dolphin, which has the Japanese envoys on board.

Tonight an answer to the numerous calls was received, stating that the Dolphin was off Cape Cod, at seven-fifty miles. It was ascertained slowly and those on board thought it would reach the harbor about 9 o'clock tomorrow morning.

M. Witte arrived tonight from Boston at 11:25, coming in a special car attached to the regular Bay Harbor express. He was enabled to avoid a crowd of several hundred people assembled at the railroad through the train stopping at a crossing about a quarter of a mile from the depot.

M. Witte was met by Herbert D. Peterson, who in Russian informally welcomed the distinguished visitor. Governor McLane's secretary, Mr. Moses, was also present. Three automobiles were in waiting and the party was at once taken to Hotel Wentworth, about four miles distant.

There was considerable disappointment among those assembled at the station when the distinguished foreigner failed to appear after the arrival of the train. It was soon learned that the Russians had left the train at the crossing and there was a rush toward the street leading to the Wentworth, but the foreigners were well on their way before the crowd reached the scene.

M. Witte's automobile had gone about half a mile when it met an accident and was obliged to stop abruptly. None of the occupants was injured, in fact, they were scarcely shaken up. M. Witte was transferred to another automobile and again started for the Wentworth, arriving there at 11:45 o'clock.

The postponement of the functions necessitated by the departure of the state troops, which were to arrive here from all parts of the state, Governor McLane was up at daylight dictating telegraphic orders to troops to remain away until tomorrow. Information was also dispatched to the congressional delegation of the state, to members of which had been invited to participate. During the forenoon Governor McLane received a telegram from Third Assistant Secretary Pierce at Newport, stating that on account of the fog last night the Mayflower and Dolphin and the Gullion, their crews, would not arrive until Tuesday morning, and that the proposed reception should be postponed twenty-four hours without any change in the program already arranged. A formal notice was thereupon issued to that effect.

Visits Russian Embassy.

MAGNOLI, Me., Aug. 7.—M. Witte, accompanied by M. Sviridoff, the Russian financial agent, spent an hour at the Russian embassy located here temporarily. The Russian envoy arrived from Boston in an automobile about 5 o'clock, and after paying his respects to Baroness Rosen, wife of the ambassador, he long conferred with several members of the embassy. It appeared as if he transacted considerable official business as the attaches of the embassy were extremely busy for some hours after his departure. M. Witte left for Boston early in the evening.

German Watch Portsmouth.

BERLIN, Aug. 7.—Portsmouth, N. H., a place unknown and even unmarked on some maps in common use, has suddenly become a spot on which the attention of the diplomatic world is fixed. Not only the Foreign office, but the House of Commons, the great trading and fiscal houses of Germany, looked forward with extreme interest to the meetings of the peace envoys and numerous Russian enterprises, old and new, financed by German credit, wait on the results of the conference.

The doubts existing in London and other capitals over the prospects of peace exist here, but in a far milder form. The prevailing opinion is that, although neither Russia nor Japan is anywhere near the exhaustion of resources yet, peace is so necessary to both that each will be reluctant to withdraw from the negotiations, once they are begun, without attaining peace. The utterances in the United States of the plenipotentiaries or of persons presumed to be speaking for them are regarded as conventional reconnaissance, suitable preliminaries to strenuous negotiations, but as being far from forecasting the actual business of the conference. It is believed in official quarters that each side will find the other adopting a similar attitude in the beginning and coming close to the breaking point, but that ultimately a common ground will be reached.

LIBERAL PLAN IS OUTLINED

Russian Officials Consider New Policy in Spirit of Progress.

ST. PETERSBURG, Aug. 7.—The

impression that the discussion of the project for a national assembly is being conducted in a spirit of liberality and sound-mindedness at the session of Peterhof was confirmed today in an interview with a Russian statesman who is taking part in the deliberations and who is familiar with the evolution of the assembly idea since the issuance of the imperial rescript, March 3. Asked if it were true that the project was undergoing wide changes in the present conference he replied that the popular impression as to the extent of the alterations made, both by the council of ministers and the present commission, was exaggerated. The main lines of the Boullin project remained unbroken because they conformed to the indications laid down in the rescript and manifesto of March 3.

"The first base on which the new project rests," said the official, replying to a question as to the lines along which the principles of the project were developed, "is a legacy from history. National representation in Russia is nothing new, for the emperors in times past often summoned persons familiar with local conditions to discuss national affairs. It is the imperial will that this condition should be the form of a council composed of two elements—the first of men in the service of the state, appointed by the government, namely, the present council of the empire, and the second of worthy local representatives selected by the people. Both elements are intended to be on an equal footing. The second basis is the consultative character of the participation of representatives of the people in the solving of national problems, the emperor's wish being to provide a deliberative and not a legislative body.

"As a third principle, it may be said that it is not the extreme to drag the country into petty politics, such as seen in western nations, but to call it to participate in the difficult but remunerative labor and national legislation only. The peculiar character of the future assembly is one of its most important features, and the motto of the framers, 'not a reform, but reforms,' is recognized.

"The Boullin project was not without defects. The framers, for instance, did not equalize the rights of the two elements in the house and did not endow the duma with the same rights as the council of the empire. The project of the present deliberations at Peterhof is to equalize the powers of the two component parts, and it is more than probable that this inequality will be rectified. Certain rules of procedure in the assembly must be revised in order to secure efficiency and political soundness.

"Among others, it is proposed to make the presidency of the duma elective, instead of appointive, and to obviate the red tape hampering the introduction of bills in the house and the unwieldy methods of interpellating ministers. These have been the subject of criticism at Peterhof. The nature of the suffrage, too, is one of the main reasons why the project is again being revised at Peterhof.

Asked whether the questions of peace or war would be submitted to the proposed assembly, the official said:

"While the aim is to give the representatives of the people equal powers with those of the council of the empire, there is no idea to give them great powers."

FRENCH OFF ISLE OF WIGHT

Fleet Under Admiral Caillaud Returns Visit of British Sailors to Fleet.

COATES, Island of Wight, Aug. 7.—The French fleet, consisting of eighteen battle-ships, cruisers and torpedo boat destroyers, under the command of Vice Admiral Caillaud, dropped anchor in the Solent today to spend a week as guests of King Edward at the home and the nearby methods of rain throughout the morning drenched the decorations ashore and afloat, and shrouded in a heavy mist the great gathering of yachts and British warships collected to welcome the visitors.

As the departure of the rain brought out the eighteenth and thousands lined the sea front at South Sea as Admiral Caillaud's fine fleet passed and greeted it with cheers. Of Spithead salutes were exchanged between the visitors and the fort. As the French vessels took up their anchorage parallel with the line of British warships they fired a salute in honor of King Edward, whose standard was flying from the royal yacht Victoria and Albert.

LIVELY TIMES IN PHILIPPINES

Reception to Secretary Taft Surpasses Anything of Like Kind at Manila.

MANILA, Aug. 7.—Major General Corbin gave a dinner at 7 o'clock this evening to the gentlemen of the Taft party. Rear Admiral Enquist of the Russian navy and his staff were present. General Corbin toasted President Roosevelt and Secretary Taft and the Russian ambassador, Rear Admiral Enquist, who was much affected, then arose and made a profound salutation. At the same time, Commissioner Forbes entertained Miss Alice Roosevelt at dinner. At 9 o'clock 100 persons attended a brilliant reception given by Governor General Wright. Those present, from the highest official and most prominent citizen to the humblest native, were greeted by Secretary Taft and Miss Roosevelt, who shook hands with all. Rear Admiral Enquist and staff were present. Spanish residents say that the reception surpassed any in the previous history of Manila.

TELEPHONE MEN MEETING

Representatives of Independent Lines in Illinois, Iowa and Missouri Gather at Peoria.

PEORIA, Ill., Aug. 7.—Representatives of all the independent telephone companies in Illinois are gathered in this city for the purpose of forming a powerful organization, the object of which will be to fight for business in this state. It is proposed to connect all the independent companies in the state by toll line and thus make a bid for interstate business the ultimate object being to make a bid for interstate business. James D. Hoge, president of the National association, is here and will deliver an address on "state organization."

GREAT FIRE IN HOBOKEN

Passenger Terminals of the Lackawanna Railway Destroyed.

TWO FERRYBOATS BADLY DAMAGED

Duke's Hotel and Street Railway Structure Also Burned—Loss Estimated at Nearly Half Million.

NEW YORK, Aug. 7.—In spite of three-quarters of an hour late tonight fire swept away the Delaware, Lackawanna & Western Railroad company's terminal in Hoboken, seized two ferryboats and practically ruined them, and for half an hour threatened the destruction of the entire water front in the vicinity, including the Hamburg-American and North German Lloyd steamship docks, which several big ships were lying. The property damage is estimated at between \$400,000 and \$500,000. So far as known no lives were lost.

For over an hour huge tongues of flame leaped from the wooden structures on the Lackawanna dock, lighting the New Jersey Railroad and New York ferries. For a time it threatened a loss larger than that of the big dock fire of several years ago, when the North German Lloyd pier were destroyed with a great loss of life.

Ferryboats Endanger Shipping. Blazing ferryboats cut from their docks floated in the river, endangering shipping, which for a time endangered shipping in the river. The fire started on an old wooden ferryboat and, swept by a northerly breeze, communicated with the ferries, which spread to the main building of the Lackawanna dock and then to the Duke's hotel, a famous Hoboken hostelry. The hotel was a frame structure and was ready prey for the flames.

By this time the flames were spreading in all directions, utterly beyond the control of the few first fire fighters who had responded to the first alarm.

Following the hotel, the structure of the Public Service Corporation—the street car operating company of Hoboken, Jersey City and nearby places, went down before the flames.

Loss Nearly Half Million.

At 1 o'clock this morning the fire was under control, the big steamship pier had been saved and a rough estimate placed the damage at between \$400,000 and \$500,000.

A remarkable feature of the great blaze was that inside of the hour after its start it had seized upon the Lackawanna terminals and swept its 600 feet of train sheds, dooming them.

The flames started from an unknown cause on the wooden ferryboat Hoptacon, which had been tied up in the open slip between the Hamburg docks and the Christopher street ferry slips.

WESTERN MATTERS AT CAPITAL

George H. Roberts, Director of the Mint, Starts for the West.

(From a Staff Correspondent.) WASHINGTON, Aug. 7.—(Special Telegram)—George H. Roberts, director of the mint, will leave Washington tomorrow for a month's visit in the west. Mr. Roberts will, during his absence, combine official and private business. He goes first to Des Moines and other points in Iowa, upon private affairs, and will upon conclusion go to Denver to look into affairs of the mint.

Amos Creager has been appointed postmaster at East Peru, Madison county, Ia. vice U. Z. Weatcher, resigned.

Rural free delivery route No. 4 has been ordered established October 16, at Palmer, Merrick county, Neb., serving 480 people and ninety-six houses.

Rural carriers appointed: Iowa—Mount Ayr, route 6 Lester L. Hacker, carrier; Maude B. Hacker, substitute. South Dakota—Columbia, route 1 Carl S. Wilbur, carrier; Mrs. Lavina Wilbur, substitute.

The First National bank of Wilcox, Neb., has been authorized to begin business with \$25,000 capital. E. L. Lindsay is president, J. T. Pettys, vice president, and C. W. Price, cashier.

Frank L. Young and wife of Doniphan, formerly of Edgar, Neb., are in Washington. Mr. Young is a member of the Lumbermen's National association, and has been prominently identified with the lumber interests of Nebraska for the past twenty years.

EXCURSION STEAMER SINKS

Boat Containing Many Persons Goes Down in Shallow Water at Indianapolis.

INDIANAPOLIS, Ind., Aug. 7.—The excursion steamer Sunshine sank this afternoon at Broad Ripple park, ten miles from the city, with 180 passengers on board, all of whom were men except one, a woman, who was rescued by a launch. No one was drowned, but several were injured in the panic. The boat plies on the backwater of Broad Ripple dam of White river and was carrying a picnic party consisting of employees of the Indianapolis stock yards.

The overweighting of the boat caused it to turn over on its side and the superstructure broke from the hull. The water is fourteen feet deep in the channel, but the boat was near the bank when the wreck occurred and in but seven feet of water. The upper deck remained above the water. Five persons were more or less injured. William Walker had his back badly hurt and Dennis Melligan had his right foot mashed.

Persons in launches and canoes took a number of people from the water. The greater number clung to the upper deck, which was submerged until taken ashore by boats.

ZIEGLER PARTY NOT FOUND

Relief Expedition to Shannon Island Meets with No Success on Trip.

BALTIMORE, Aug. 7.—The Baltimore News today received the following cablegram from Dr. Oliver L. Fassig of the Ziegler relief expedition:

SHANNON ISLAND, via Edinburgh, Aug. 7, 1905.—No members of Ziegler expedition at Shannon Island July 27. Murnighan in north Atlantic. Reach New York 28th.

(Signed) FASSIG. Dr. Fassig, who is an officer of the government weather bureau, is the scientist of the relief expedition which sailed from Sandefjord, Norway, on May 17, on the Magdalena for Shannon island, on the east coast of Greenland, with some hope that some members of the Ziegler expedition that sailed for the Arctic region from Norway in 1903, under command of Anthony Fiala of Brooklyn, might be found there. It is understood here that the Magdalena, having failed in its purpose, will now return to Norway.

DEPOSITION FAVORS TAGGART

Army Officer Says His Captain Treated Him Well and Family.

WOOSTER, O., Aug. 7.—The

testimony in the Taggart divorce trial was resumed today at the point where it was abandoned Saturday. The deposition of the deposition of Major Morton, now attached to the war college at Washington, but formerly Captain Taggart's superior officer at Fort Leavenworth. The deposition covered Taggart's deportment before and after his arrest on charges of intoxication, which followed the Taggart's final quarrel and separation in July, 1903. Taggart's domestic habits had always been excellent and exemplary, deponent said, as was his reputation for morality and sobriety.

"I think it is plain Taggart's treatment of his wife should be a model for every husband in the world," Morton testified, "and his treatment of his children was always kind and considerate."

Testimony as to whether Taggart's arrest on charges of intoxication, which followed temporarily, though the plaintiff's argument was based on the cruelty count of the captain's charges against his wife, it being alleged that it was unusual, contrary to regulations and the result of conspiracy.

"The custom of becoming intoxicated is looked down upon socially and officially in the army," the deponent said.

"It is one of the strongest things in the world to put an officer in confinement. I never saw it done but once in my life, when a man was suffering from delirium tremens. I saw Captain Taggart before he was put in the hospital and he was utterly sober. I also know it was reported in the hospital that he was the alcoholic."

In reply to a question whether, if conspired against, Taggart could not have obtained redress through court-martial, deponent said that the army discipline was that the presumption was always in favor of the commanding officer and that to obtain redress Taggart would have to overcome that presumption.

The deposition of Colonel John Van Hoff, assistant surgeon, general staff, army, followed. He had been at Fort Leavenworth in July, 1903, and had gone with Colonel Miner to see Mrs. Taggart. He did not consider her condition nervous or hysterical, but was impressed with her self-possession. Quarrel and skirt tearing had occurred the night before. On cross-examination the surgeon testified that he had attended Mrs. Taggart at Colonel Miner's request, going first to the hospital and then to the army.

He told him that Taggart had assaulted his wife and that she was reported to be in fear for her life. Miner had called it a "very disagreeable occurrence" and asked the surgeon's advice.

That Taggart seemed much distressed and there was a deal of talk about the affair. Finally Taggart had said he could, perhaps, persuade Mrs. Taggart to withdraw her complaint and asked permission to go and see her. That was refused and Taggart refused to go alone and Van Hoff had therefore accompanied her.

"Her face bore evidence of having been bruised in some way," the deposition went on, "and a condition might have resulted from a conditional assault. Her impression was that her face was swollen and bruised, but that she was perfectly composed."

Thirteen-year-old Fannie Everly was the only child on the stand. She now lives in Pittsburg, but formerly lived in Orrville, and frequently visited the house there occupied by Mrs. Taggart. The girl was under cross-examination by Judge Smyser when court adjourned at noon.

PASSENGER RATE WAR OVER

Regular Tariffs Between Chicago and Seaboard Will Be Resumed August 20.

CHICAGO, Aug. 7.—The eastbound passenger differential rate war from this city to eastern points was settled today through an agreement entered into by the various carriers. The regular rates will be restored on August 20, the earliest date possible for restoration of rates under the interstate commerce act.

Under a proposition submitted to a conference held in New York last week the Chicago differential rates were to be applied to any differential to Buffalo. It also agreed not to apply any differential rates out of Chicago on through tickets to New York reading over the New York Central lines. It retains the right, however, of selling tickets at differential rates out of Chicago into New York, other than the New York Central, east of Buffalo, and also of using differential rates as basing rates west of Chicago.

The Erie, which was the only road holding out today announced its acceptance of the proposed agreement.

NORTHWESTERN BUYS ROAD

Indication It Proposes to Build West Across the Big Sioux Reservation.

SIoux CITY, Ia., Aug. 7.—Confirmation was obtained today of reports that the Northwestern railroad had purchased the right-of-way of the Rapid City, Missouri River & St. Paul railroad. When the Dakota & Wyoming railway excitement was at its height eighteen miles of grade was constructed, from Rapid City to Spring Creek. The Rapid City citizens who held stock in this road supposed their money had been sunk beyond redemption. Unexpectedly they received an offer of \$60,000 for the grade and right-of-way to Cheyenne river last week from the Northwestern and the deal was consummated. It will constitute a link in the Northwestern-Pierre-Rapid City line.

ROYAL ARCANUM TO MEET

Supreme Council Will Hold a Special Session August 20 to Consider New Rate Developments.

BOSTON, Aug. 7.—A. O. Robson, supreme secretary of the Royal Arcanum, announced tonight that the supreme council will meet at Put-in-Bay, O., August 20, to consider the developments growing out of the re-establishment of new rates. Forty-two representatives from the grand councils have signed a request made to Supreme Regent Higgins that a special session be held.

Father Will Help Son

BLOOMINGTON, Ind., Aug. 7.—The man who ran amuck on a Chicago & Alton train Saturday, killing Marion Warner of Secor and injuring Miss Ella McDonald of Zalesburg, has been identified as Eugene Pike-man of Hopedale, Tazewell county, where he has been placed under arrest. He is 25 years old and a painter. He is said to be a queer man, who, under the influence of liquor, has killed a woman and a local constable to defend the murderer, who will be tried in Pike county, Illinois.

FINANCES OF SCHOOL BOARD

Member McCague Gives Some Definite Defensive Information.

POLICY DICTATED BY GOOD JUDGMENT

Board Forced by Charter to Look Eighteen Months Ahead in Estimating Expenses on Which to Base the Levy.

Just before the adjournment of the chairman of the finance committee, spoke in defense of the management of school affairs by the board. He said:

"I want it to go out to the public that this School Board has not been extravagantly asking for 30 mill levy. The levy this year raises the same amount of money as did the 22 mill levy of last year. The finance committee has had to estimate the figure on the income for two years hence. We must figure two or three years hence. We are operating under that levy now. By the new charter we are asked to raise the same amount. The 13 mill levy on a valuation of one-fifth of one per cent, estimated at \$100,000,000 and one-fifth of one per cent, estimated at \$200,000,000, producing \$200,000. We are operating under that levy now. By the new charter we are asked to raise the same amount. The 13 mill levy on a valuation of one-fifth of one per cent, estimated at \$100,000,000 and one-fifth of one per cent, estimated at \$200,000,000, producing \$200,000. We are operating under that levy now. By the new charter we are asked to raise the same amount. 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