

### MONOPOLY IN GRAIN

Simonds-Shields Company Controls Traffic Over Milwaukee Road at Kansas City.

### FACT PROVED AND THEN ADMITTED

All Grain Shippers Desiring Cars Must Notify This Firm.

### MILWAUKEE CARS ARE SWITCHED FREE

Charge of \$5 Per Car Made on Those from Other Roads.

### PEAVZY MAN ON WITNESS STAND

George F. Flack Defends Elevator Allowance from Union Pacific and Says Other Firms Get Concessions that Are Concealed.

### KANSAS CITY, Oct. 22.—The Interstate Commerce commission here today began an investigation of the relations of railroads to grain dealers and elevator companies.

"We want to know how many cases of dealers will be witnesses," said J. M. Marble, attorney for the commission. "The grain men have been subpoenaed to appear this morning. Whether more will be asked to testify depends on the character of the testimony given."

M. P. Simonds of Simonds-Shields Grain company, members of the Kansas City Board of Trade and buyers and sellers of grain, testified that his partner, E. W. Shields, is manager of an elevator in Kansas City, a portion of storage tanks of which his firm has in the Chicago, Milwaukee & St. Paul railway.

On direct examination Mr. Simonds said that Mr. Shields was employed as manager of an elevator by the Milwaukee road and received a stated monthly salary. This salary, he said, was not increased in any manner by any concession received from the railroad. Later, in reply to a question from Commissioner Clarke, Mr. Simonds admitted that there was no switching charges made by the Milwaukee railroad on grain passing in and out of the elevator. If it came across the road, but that a charge of \$5 a car was made if handled by any other road.

**Bidding on Country Grain.**—Mr. Simonds denied the fact that Mr. Shields was manager of the elevator had anything to do with the reasonable-ness of his firm's bid on the elevator.

Mr. Simonds said that in bidding for grain in the country his firm did not deal entirely with what are termed regular elevator men, but said they did not like to bid for grain owned by independent elevator men for fear it might create a "feeling" with the regulars. They had, prior to two years ago, received a few isolated letters from Oklahoma and Kansas persons asking them not to place bids with certain grain men, but had not let it influence their action.

Mr. Simonds is not now actively engaged in business and was not familiar with all of the firm's dealings. His partner, E. W. Shields, he said, was in St. Louis or Chicago, and Commissioner Clarke requested that the latter be tried to be on hand tomorrow morning to testify.

Frank G. Cromwell, vice president of the Hill-Saker Grain company, engaged principally in exporting grain, which leaves elevators in Kansas and Nebraska, was asked:

"Has your company been in any agreement to fix prices?"

"Not now. I have no doubt that up to about two years ago the predecessor of this company had been a party to such agreements."

**Mixing Grain in Elevators.**—G. H. Hunter, a miller of Wellington, Kan., said that the effect of mixing grain in the elevators was detrimental. He said he had mixed grain to sell himself. His object was to sell it with no consideration of the effect it had on flour.

T. J. Gordon, a grain broker of St. Joseph, Mo., said he had been notified not to buy from independent dealers in the country. The last notice of this kind came from Nebraska a year ago. Gordon's replies to certain questions regarding shipments made by him from St. Joseph to eastern points did not satisfy Commissioner Clarke and witness was requested to bring his books into court tomorrow.

### ONE COMPANY CONTROLS TRAFFIC

In the grain industry this afternoon the Chicago, Milwaukee & St. Paul's method of managing its big elevators was the question around which most of the interest centered. The fact that shippers who desire to send grain over the Milwaukee must notify a competitor, the Simonds-Shields Grain company, was proved and finally admitted. George B. French, general freight agent of the Milwaukee, testified that he wished the company was out of the elevator business.

C. L. Winton testified that he was employed jointly by the Milwaukee Elevator company and the Simonds-Shields Grain company.

"From whom does the foreman get his orders regarding grain to be handled?"

"Mostly from Mr. Shields."

Simonds-Shields company had no preference, witness testified. He said shippers who wanted to send grain over the Milwaukee road must order cars through either himself or Shields. He finally said that he had sometimes had to decide when there was a shortage of cars who should have the cars. He denied that he gave his own employees preference, but said that 75 per cent of the grain that went through the elevator belongs to Simonds-Shields, of course, that company get most of the cars.

"To what do you attribute the fact that so much of the grain going over the Milwaukee belongs to the Simonds-Shields Grain company?"

Witness did not explain.

Mr. Clark took the witness in hand, saying:

"It is surprising how many men there are in this business who do not know anything about the business. Are you making a great success of it?"

Witness showed considerable lack of information and Mr. Marble asked how he was being treated by the witnesses. He said he was being treated "all right." His duties were the same in the joint case as they were before. He did not know who would have the books relating to charges made by the elevator company for handling the grain, but agreed to try to find out.

### Peavzy Man Defends Allowance

George F. Flack of the Milwaukee elevator, a branch of the Peavzy grain interests, testified that the company has 175,000 bushels on the Union Pacific and is entitled to a 2 per cent allowance on the same.

### CHINESE ARMY MANEUVERS

About Five Thousand Troops Are Going Through Evolutions Before Foreign Officers.

CHANGTUFU, Province of Honan, China, Oct. 22.—The annual maneuvers of the Chinese imperial army began today in the neighborhood of Changtu. About 6,000 troops from the province of Honan, Hubei, Chihli and Shantung are engaged under the command of Yuan Shikai, commander-in-chief of the Chinese forces, and General Fulinang, including cavalry, infantry and artillery, the latter arm consisting of 150 guns. According to the scheme of operations, a southern army composed of the Ruyeh and Honan forces is supposed to have landed in the Yangtze delta and is endeavoring to reach Peking by way of the Peking & Hankow railroad, and a northern army, composed of the Chi Li and Shantung troops, is compelled to defend the capital at short notice.

The troops engaged in the operations are equipped with the modern accoutrements, rifles and guns, and present an appearance highly creditable to the foreign officers who have drilled and trained them. The maneuvers have evoked the greatest interest in foreign countries. No less than thirty military attaches of foreign countries are daily following the operations, which will conclude with a grand review and entertainment of the foreign guests at the officials of the province and officers of the Chinese army.

### BANKER ENDS LIFE

Fallen Bank Throws Him in Front of Tunnel.

LONDON, Oct. 22.—P. MacFadyen, head of MacFadyen & Co., bankers, whose suspension was announced Saturday, committed suicide within an hour after posting the notice of the failure on the door of the bank, by throwing himself before a train in a tunnel about half a mile away from his place of business.

Mr. MacFadyen appears to have gone down from his bank to a station of the City & South London railway, to have entered the tunnel unobserved and deliberately lying down in front of an approaching train. The engineer reported having reported running over an obstruction in the tunnel and a search revealed a shockingly mutilated body, which, today was identified as that of Mr. MacFadyen. It is rumored that the failure of MacFadyen & Co., the London house of Arbutnot & Co., bankers, who were connected with the cotton market, but as Mr. MacFadyen was the sole partner in Europe it is difficult to obtain information on the subject.

### GERMANY PLEASSED WITH PLAN

Tariff Experts to Be Sent by Secretary Root May Solve the Problem.

BERLIN, Oct. 22.—The announcement that Secretary Root has decided to appoint tariff experts to visit Germany and consult with German customs officials and makers of trade for the purpose of obtaining material for possible modifications of administrative features of the American tariff laws which have been the subject of much complaint on the part of the German exporting interests, was received at the foreign office here in the most friendly spirit. The fact has been that the group of officials at the foreign office dealing with the subject of the proposed commercial agreement between Germany and the United States did not know precisely what step to take next in reopening the question which in its normal course must be settled by June 30 next.

It is likely, here, that Secretary Root's decision is likely to contribute greatly to an ultimate understanding on the subject.

### MAGOON TO BUILD HOUSES

Orders Improvements and Extensions Made for Care of Insane in Havana.

HAVANA, Oct. 22.—Gov. Magoon as a result of the deplorable condition of the insane in Cuba, has ordered the construction of the National Asylum for the Insane, has ordered the immediate repair of the old building and the erection of new ones.

The governor found that while hundreds of patients were sleeping on the floor the main building contained 3,000 from the food account, which Mr. Magoon has ordered applied to the immediate purchase of bedding and clothing. Though the Cuban congress appropriated a sum of money for the improvement of the condition of the insane of the asylum, for some reason the money was not expended. The governor has ordered an investigation of the affair.

### ACTION ANGERS JAPANESE

Anti-Japanese Sentiment on Pacific a Surprise to the People of Orient.

LONDON, Oct. 22.—The Tokyo correspondent of the Times cables that the Japanese press and people are beginning to express profound regret and surprise at the anti-Japanese attitude of Americans on the Pacific slope, especially the expulsion of Japanese children from the schools of San Francisco.

Leading Japanese journals, however, decline to regard this as an index of the great heart of the American nation, and declare that such unworthy and unmanly incidents cannot shake the steadfast faith in her fair and constant friend, America.

**Modus Vivendi Possible.**—NICE, France, Oct. 22.—While declining to speak by the authority of the pope, Bishop Chapron, in an interview today, flatly declared his conviction that if the hierarchy, through the bishops, is given the right by the council of state to decide on the regularity of the cultural associations in France to which church property may be surrendered, a modus vivendi between the church and the government is possible and the Vatican will not insist upon parliamentary action in this connection.

### Register Friday

In order to vote at the coming election and at subsequent primaries every elector in Omaha and South Omaha must appear personally before the registration board for his voting district and have his name properly enrolled. No previous registration holds good this year. Friday, October 26, is the next registration day. In order to vote

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### SNOW AND WIND IN THE WEST

Storm Conditions Prevail from Missouri River to Mountains.

### GREAT DAMAGE TO STOCK AND FRUIT

Telegraph Wires Down and Passenger Trains Are Late—Two Men Freeze to Death in South Dakota.

DENVER, Oct. 22.—Snow, wind and cold have extended over nearly the entire country between the Rocky mountains and the Missouri river today, causing heavy losses of live stock and fruit. Telegraph wires have been prostrated and railroad schedules disarranged.

The storm is almost unprecedented for severity at this season of the year, and takes rank, according to the weather bureau, with the snowfall on April 22 and 23, 1895. Up to 12 inches of snow had fallen in twenty inches of snow had fallen in Denver, much of which had melted, and indications were that snow would continue to fall tonight. Clearing and warmer weather is predicted for tomorrow. Some places on the eastern slope of the mountains have a snowfall measuring three to four feet. While the temperature on the plains has fluctuated from 20 to 30 degrees above zero it has been much colder at higher altitudes. At Corona, the highest point on the new Moffat Denver-Salt Lake railroad, 12 degrees below zero was reported.

At Emery Gap, near Clayton on the Colorado & Southern railroad, snow drifted nine feet deep and traffic was completely tied up today. Two rotary snow plows were sent out to open the road.

Santa Fe managers from No. 1 west-bound, was derailed between Wagon Mound and Springer, twenty miles from Trinidad, last night and the road was blocked for several hours. The heavy snow caused the mail coach and two baggage cars to jump the track and they rolled down an embankment. Only one man, the mail clerk, was hurt and his injuries are not severe.

Telegraphic service throughout the west is badly hampered and trains indefinitely late.

F. H. Brandenburg, head of the local weather bureau today furnished the following account of the storm and its cause: "The great of the anti-cyclone remained for twenty-four hours over northern Colorado, with heavy rain falling on the west. This distribution of pressure caused strong winds in Wyoming, eastern Colorado and eastern Nebraska. With low temperature the precipitation spread southward. The scope of the storm included southern Colorado, northern Nebraska and northern New Mexico. This condition remained steady for twenty-four hours."

"There came a sharp change which brought a break in the storm very sharply, although the low temperature will probably continue for some time."

**SIoux FALLS, S. D., Oct. 22.**—David Gapaway and Hubert Brown, young sons of prominent residents of Chamberlain, were found dead on the prairie today, victims of the storm that swept central South Dakota yesterday. They had been hunting near Red Lake.

**OGDEN, Utah, Oct. 22.**—The windstorm of thirty-six hours' duration that ended at 4 o'clock this morning, killed one man and injured many and caused \$100,000 property damage. Hiram Gibbs, while attempting to anchor his barn, was struck by a flying plank and instantly killed. Barns were overturned, roofs of houses blown off, plate glass windows smashed, trees uprooted and telegraph and telephone poles prostrated.

"The old Cannonville bridge blew down and the new one's roof was blown off and a costly mosaic window demolished."

**Passenger Trains Delayed.**—SALT LAKE CITY, Oct. 22.—Colorado's snow storm is passing east and prevailed today in western Kansas. Passengers reaching here this morning of selected passenger trains report a heavy snow storm in progress between Salt Lake and Denver, at some points assuming the proportions of a blizzard, with four inches to one foot of snow on the ground. The temperature is moderate, however. The snow is drifting badly at good intervals. A four-hour rain storm preceded the snow.

**PUEBLO, Oct. 22.**—The blizzard had slightly abated this morning. Railroad and street car traffic is badly crippled. The Rio Grande west of Pueblo has suffered most from the snow, which is unusually heavy along its line. Trains in the east also are late. Cattle and other stock on ranches suffered from the wet snow and cold.

**DULUTH, Minn., Oct. 22.**—A blanket of heavy snow, six inches or more, fell last night in northeastern Minnesota, covering the Vermilion and Mesabi ranges and extending as far west as Fosston.

**COLORADO SPRINGS, Oct. 22.**—The severe blizzard that has been in progress for the last forty-eight hours broke for a moment today, but rain is reported in the mountains, and trains are somewhat delayed. The temperature in the east Springs this morning was 15 above zero.

**Wind Carries Snow.**—KANSAS CITY, Oct. 22.—A blizzard prevails today in western Kansas, the most severe for this time of the season in many years. The eastern boundary of the storm appears to be 100 miles west of here, and it has been snowing steadily for twelve hours in that part of the state and the snow, driven by a heavy wind, is piling up in the cuts, stopping railway traffic and playing havoc with telegraph and telephone wires. At 10 o'clock P. M. wire communication with points west of here was for a time lost completely shortly after noon today. A hard, cold rain preceded the snow for twenty-four hours. It is believed that heavy loads of stock which were caught unprotected on the plains will suffer.

**Wyoming Stock Unharmed.**—CHEYENNE, Wyo., Oct. 22.—The storm which began in northern Wyoming Friday and which spread generally over the state Saturday and Sunday, continued without abatement in this section today. About a foot of snow had fallen and all trains had been delayed. Stock on the range is in good condition and there will be little loss unless extremely low temperatures follow.

**In Dakota.**—PIERRE, S. D., Oct. 22.—(Special Telegram.)—Since last evening practically three inches of precipitation in the form of rain and snow has fallen in this city. The storm began with heavy rain last night and has been followed by snow all today. All construction work on the railroad west has been stopped, as reported from out along the line, indicating the conditions to be a hard snow of the season and came just a year after a like storm last fall.

**West in Central Nebraska.**—LINCOLN, Oct. 22.—All trains from the west were late today many hours on account of snow and sleetstorms in Nebraska, Kansas and Colorado. The storm was responsible for a freight wreck on the Burlington near Hastings, Neb. One was injured, but the traffic was badly delayed. A bad sleetstorm prevailed in

(Continued on Third Page)

### PLANNING PRESIDENT'S TRIP

Visit to Panama Will Be Made in Company with New Warships.

PHILADELPHIA, Oct. 22.—Official notice has been posted at League island navy yard to the effect that the cruiser Washington will leave on or about November 1 for Hampton Roads. The Tennessee, it is expected, will pass out a couple of days later and the two vessels will set sail en route for President Roosevelt on his trip to Panama.

The president has selected the new battleship Louisiana for his flagship during the voyage. His plan now is to go aboard the Louisiana at New York on November 3 and to join the convoy at Hampton Roads. It is possible, however, that he will go down to the Potomac on the yacht Dolphin and meet the Louisiana.

The trip will require about six days each way. The sailors and marines on the Washington have been chosen by the president. The two vessels are the newest and among the best cruisers in the navy. Neither ship has its full complement of men, but when the Louisiana and Brooklyn arrive from Havana part of their crews will be transferred.

A farewell ball given by the officers and men of the Tennessee will take place tomorrow night. Four hundred invitations have been issued, and guests will be present from as far distant as Tennessee.

### FARMERS MEET IN TOPEKA

Attempt Will Be Made to Form Association to Handle Sales of Crops.

TOPEKA, Kan., Oct. 22.—The Farmers' Co-operative Business congress, with a large attendance of delegates from the western and southern states, met here today. C. W. Peckham of Haven, Kan., president of the Farmers' Elevator association of Kansas, speaking of the cause of the farmers, the purpose in calling this kind of meeting is to move closely unite the agricultural interests of the west and south. It is not our intention to organize a trust of the farmers. It has been said that we propose to increase the price of wheat a certain amount. This we intend to do, but not by organizing and demanding that the consumers pay more for our produce. If we can sell our products to the southern associations at a higher price than we receive from the north, we will naturally sell higher.

C. B. Barrett of Georgia, president of the National Farmers' union, in an address said: "In the south we have raised the price of cotton to 10 cents, we have built warehouses and hold our cotton until the price is right. We give our own cotton and have sold it through the New York market, and all owned by the farmers. The farmers in the north can do the same with their crops."

### MISSIONARIES IN PITTSBURG

Prominent Workers and Several Bishops to Address Methodist Convention.

PITTSBURG, Oct. 22.—A religious convention of unusual magnitude opened here tonight with the first session of the inter-conference missionary convention of the Methodist Episcopal church. The convention will continue until Thursday and 1,000 delegates have been provided for. These delegates will represent Pittsburgh, east Ohio, Erie and West Virginia conferences and world wide missions will be taken up at the various sessions.

Bishop E. G. Andrews and Rev. Dr. A. B. Leonard of New York were the speakers at the opening session. Bishop W. P. Oldham and James W. Washford will speak Tuesday night and Bishop J. C. Hartzell and M. C. Harris on Wednesday. Bishop J. M. Thornburg of India will speak at one of the afternoon meetings.

A feature of the convention is a Porto Rico exhibit by Rev. George Milton Fowler, formerly a missionary to that country. One entire church edifice has been given over to this exhibit, which takes up 1,000 square feet of floor space.

### LIFE INSURANCE TOO HIGH

Indiana Commission Makes Report After Having Studied Question for a Year.

INDIANAPOLIS, Oct. 22.—A special commission appointed by the governor, which has been investigating the office of the auditor of state for a year with special reference to mutual and stock life insurance companies, today submitted its report to Governor Hays.

The general conclusions of the commission are that "the cost of life insurance to the public is too high. The present maximum premium rates for insurance are so much in excess of needs as to permit of extravagant and wasteful expenditures. The cost of their funds, division of profits and other great abuses without rendering the companies insolvent. Indiana insurance companies, like many companies of other states, have been guilty of extravagance and waste and the cost of their funds is too high. There is no real difference between insurance and other business and no reason why it should not be conducted on an economical basis, according to definite principles."

### DEFAULTING CLERK ARRESTED

William Vice, Wanted by Union Pacific Detectives, Is Taken in California.

MADERA, Cal., Oct. 22.—William Vice, the defaulting Union Pacific railroad clerk for whom the railroad detectives have been searching for years, was taken into custody last night. He stated at the jail that he had intended to surrender himself.

Vice had been living in this city, where he was known as Thomas Ryan, since May, 1903. He denies that he ever left the state, and expects to be released, but is immediately on his arrival in San Francisco.

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### GRAIN MEN FIGHT IN SECRET

Majority Overrides Those Who Want Protests to Railroads' Policy Public.

JAQUITH SAYS LINES ARE KILLING MARKET

Not Only Rock Island, but Other Railroads Are Doing Their Best to Crush Out Local Industry.

After debating twenty minutes on the advisability of allowing reporters to attend their deliberations, the Omaha grain men, who met yesterday afternoon in an anti-railroad demonstration, invited the reporter for The Bee to withdraw, giving him the assurance he would be told after the meeting as much as was good for the public to know. Similar invitations and promises were there for other reporters. After the meeting he saw E. C. Twamley, who acted as secretary on the occasion and who said to him:

"I am authorized to say to the press that a number of active grain dealers of the Omaha Grain exchange, believing some of the charges entered by the railroads as to the effect of the grain market on the welfare of the local market, met this afternoon and outlined action calculated to reduce the railroads to abolishing their evil."

This was all the information offered officially, but the reporter heard some interesting things through the courtesy of E. C. Twamley, who is secretary of the Omaha grain men. He said that the meeting was called for the purpose of organizing a trust of the farmers. It has been said that we propose to increase the price of wheat a certain amount. This we intend to do, but not by organizing and demanding that the consumers pay more for our produce. If we can sell our products to the southern associations at a higher price than we receive from the north, we will naturally sell higher.

Another grain industry, he charged \$100 for hauling a car of grain from Genoa, Neb., to Omaha, had assessed switching charges on the car the "it" arrived and the next day attempted to collect demurrage. The same car could go from Genoa to Chicago, he said, for one-half as much money and no charges would be made for switching or demurrage.

"The Rock Island is not the only road trying to injure Omaha, but the North-western and others are," declared Mr. Jaquith.

It was about this time that John Kuhn of the Upride Grain company raised an objection to the presence of the reporter. Then the discussion waxed warm, Mr. Jaquith and J. H. Hamilton leading the fight for publicity and Mr. Kuhn and Nathan Merriman declaring against it.

In support of his position Mr. Kuhn said the railroads would be more disposed to grant reforms if waited on quietly, while in cases where a fight is taken up in the newspapers the officials often grind their teeth in defiance. Mr. Kuhn was a freight agent in the Northwestern for years and "recently" The other side remarked that times have changed in the last few months, especially since the passage of the Interstate commerce law and the railroads are being forced gradually to come down off of their high horse and yield to public opinion and the public demands. As long as the roads had ignored their individual complaints, said the advocates of publicity, their attitude ought to be published, and public opinion would then help the grain dealers.

The anti-publicity men won their point. "Grain Men at the Meeting."

Those present at the meeting were: N. Merriam, A. B. Jaquith, J. H. Hamilton, C. Vincent, James Walsh, E. H. Houtley, E. C. Twamley, G. C. Thompson, John Kuhn, C. L. Babcock, C. P. Davis, S. F. Coyle, C. Crowell, E. H. Thresher, Cooley and W. B. Burns. E. J. McVern was present as secretary of the Grain exchange.

Another meeting is scheduled for an early date.

### WESTERN MATTERS AT CAPITAL

Contract Surgeon McPecketers Ordered to Duty at Fort Robinson.

(From a Staff Correspondent.)

WASHINGTON, Oct. 22.—(Special Telegram.)—Contract Surgeon Samuel B. McPecketers will proceed from St. Louis to Fort Robinson for duty.

—F. P. Kelley, Arthur Asher, E. J. Lynch, B. H. Headley, E. E. Raymond, H. S. Leary and A. M. Larsen have been appointed letter carriers at Omaha.

Rural carriers appointed: Iowa—Alin, route 2; Harry D. Hasler, carrier; Wanda Davenport, substitute; Charles City, route 1; Darius F. Bell, carrier; Royal Witt, substitute; Huxley, route 1; Thomas J. Seaboe, carrier; Albert Johnson, substitute; Melbourne, route 3; John O. Debutts, carrier; Florens Debutts, substitute; Mount Pleasant, route 4; Maurice O'Connor, carrier; Edward W. Williams, substitute; Slater, route 1; Peter O. Oleson, carrier; Isabella Oleson, substitute; South Dakota—Brookings, route 5; Carl M. Christoferson, carrier; Olaf Dyrudahl, substitute; Washington Springs, route 1; John F. Spencer, carrier; Harry A. Vesey, substitute.

### SEVENTY-NINE SAID TO BE DEAD

Survivor of Recent Storm Says Men Drowned on Houseboat on Florida.

MOBILE, Ala., Oct. 22.—Joseph Melson, one of six men rescued from the recent storm and brought here today, said he had seventy-nine men drowned from a houseboat which was wrecked near Long Key, Fla.

### NEBRASKA WEATHER FORECAST

Fair in Western and Rain and Colder in East Portion Tuesday, Wednesday Fair and Warmer.

Hour.	Temp.	Dir.	Hour.	Temp.
5 a. m. ....	44	1 p. m. ....	48	
8 a. m. ....	45	2 p. m. ....	47	
11 a. m. ....	45	3 p. m. ....	47	
2 p. m. ....	47	5 p. m. ....	47	
5 p. m. ....	48	8 p. m. ....	47	
8 p. m. ....	48	11 p. m. ....	47	

### BRYAN SPEAKS IN INDIANA

Nebraskan Tours Southern Part of State and Confers with Tom Taggart.

INDIANAPOLIS, Oct. 22.—William Jennings Bryan wound up the first day of his Indiana tour speaking before a large crowd at Evansville tonight. He will arrive in Indianapolis tomorrow morning at 6:30 and will leave almost immediately on a special motor car, visiting a dozen cities in the central section of Indiana. The principal address will be made at Indianapolis at 8 o'clock tomorrow night.

Thomas Taggart, chairman of the democratic national committee, met the train at Mitchell and was cordially greeted by Mr. Bryan. The two retired to Mr. Bryan's stateroom and were in consultation for thirty minutes. At Bedford Mr. Bryan referred to the work of President Roosevelt in bringing peace to Russia and Japan. In his Mitchell speech Mr. Bryan said:

"President Roosevelt has said that I dared not say six years ago that if the railroads did not get out of politics there will be no alternative than the government must own the railroads. I said the same thing six months before President Roosevelt said it. He is today more radical than I was at that time. He has said that I dare not say six years ago that if the railroads did not get out of politics there will be no alternative than the government must own the railroads. I said the same thing six months before President Roosevelt said it. He is today more radical than I was at that time."

### TAFT WILL SPEAK IN OMAHA

Secretary of War Will Make Address Here Wednesday Afternoon, October 31.

WASHINGTON, Oct. 22.—It was announced today that Secretary Taft would speak in Representative Wacker's district in Baltimore next Friday night. Next week he will go west to inspect a number of army posts with a view to carrying forward his plans for the abandonment of small posts and the concentration of troops in regimental and brigade posts. He will speak at Decatur, Ill., Tuesday afternoon, October 30, and at Danville, Speaker Cannon's home, in the evening; at Omaha Wednesday afternoon, Denver Thursday evening, Pocatello, Idaho, Friday evening; Topeka, Kansas, Saturday evening.

On his return trip the secretary will make an inspection of the army posts at Fort D. A. Russell, Wyo.; Robinson, Neb.; Riley and Leavenworth, Kan.; Bill. Okla., and San Antonio, Texas.

### OVERLAND TRAIN IN WRECK

Eastbound Limited Over Milwaukee Road Struck by Another Train in Chicago, Va.

CHICAGO, Oct. 22.—One man was seriously injured and two other passengers were seriously hurt, when the Madison train on the Chicago, Milwaukee & St. Paul railroad ran into the rear end of the eastbound Overland train on the same road, in the freight yards at Rockwell street tonight.

Injured: George Aikman, yardmaster, Chicago; Mrs. A. Newstead, Omaha; bruised and cut; Anton Nowick, Chicago; bruised and cut.

### WRECK ON NORTHERN PACIFIC

Passenger Crashes into Freight Train at Logan, Mont., and Kills Conductor.

HELENA, Mont., Oct. 22.—Passenger train No. 7 of the Northern Pacific, running between Helena and Butte, via Logan, crashed into the rear of a freight train switching in the Logan yards, at an early hour today. Thomas Worlein, conductor of the freight train, was crushed and burned to death in the caboose, which was destroyed by fire. Engineer Ross of the passenger train was injured, and the train, which jumped from the cab, was but slightly hurt. Worlein was recently married and was to have left on his wedding trip today.

### FLORIDA THANKS PRESIDENT