COMBINES IN GRAIN TRADE

Interstate Commission Draws Out Evidence of Several Different Alliances.

RAILROADS DISCRIMINATE AGAINST CITY

Large Concerns Fix Prices and in Conjunction with Railroads Combine to Shut Out the Shovel Houses.

(Continued from First Page.)

on the same terms with the Great Western. We collect from the Union Pacific for unloading cars. If we did not thus recover from the stock yards company we would be compelled to close our elevators.

"We have a line of elevators on the Northwestern railroad and come in competition with the Nye-Schneider-Fowler company. Last year all roads leading to Chicago got more for their grain than if it was shipped through Omaha. Senator Millard is a stockholder in the Updike Grain company. As is M. M. Petzner, agent of the Northwestern at Sioux City. I think the latter has fifty shares in the company which is capitalized at $1,000,000. Mr. Petzner paid for the shares, $5,000 in cash."

Mr. Updike also thought that Horace G. Burt was interested in the grain business with the Nye-Schneider-Fowler company.

Not in Railroad Business.

Nathan Merriam of the grain firm of Merriam & Holmquist of Omaha said he had been in the grain business for about twenty-five years, the corporation of which he was a member has been in existence since 1892 or 1893.

"None of the stockholders of the firm is in any way interested in any railway company nor does any own stock in a railway company," said Mr. Merriam. "The firm operates two elevators in Omaha, which are terminal elevators located on the Missouri Pacific railway, but the elevators are owned exclusively by the Merriam & Holmquist company. The company is an independent company, the capacity of its elevators being about 600,000 bushels, and while the company generally controls all of the grain stored in these elevators storage capacity is furnished for other customers. The company usually ships all of its outgoing grain over the Missouri Pacific, and the firm receives 1¼ cents per hundred from all outgoing grain shipped by that railroad. The contract was made with the Missouri Pacific before the last one of its elevators was built. The contract is still in force and these payments have been made until the recent agitation in grain matters, but are under temporary suspension now. This contract was made in 1905 and has not since been repudiated, nor is the contract limited as to time.

Same Terms with Others

"It is understood that the same agreement prevails with all other elevators similarly situated. There is no other elevator except the Merriam & Holmquist elevators along the Missouri Pacific in Omaha. The volume of grain shipped by the company is about 500 cars per month, or about 300,000 bushels. The switching charges are refunded to the grain company by the railroad company when shipped over the Missouri Pacific and any other switching charges are governed by by local legislation. This rule has been the custom for years. All switching charges are refunded by all roads to all shippers with one exception and that applies to the rules adopted by the South Omaha Stock Yards company, which controls the switching facilities at South Omaha, where the rate was charged at the rate some time ago of $1 in and $1 out for each car of grain. A short time ago the stock yards company raised the rate to $5 per car and then reduced it to $4. This materially jeopardized the interests of the Merriam & Holmquist company, Mr. Merriam said, and then the rate was changed to $2 in and $2 out per car.

Updikes Control South Omaha.

"The Updike Grain company controls the South Omaha elevators and the Merriam & Holmquist company is not charged with that service down there," said the witness. "I understand that another rate is charged the Updike company there, but I do not suppose they have to stand for any more of it than we do at Omaha. Such a charge of $4 for switching is not made against any other commodity at South Omaha. We have supposed that some of the grain car switching charges get back to the elevator company somehow or other. A bid of ¼ of a cent per bushel would put a competitor in possession of the business, and we are, hence, at this advantage.

"We buy our grain largely on the Union Pacific, Elkhorn, Minneapolis & Omaha and Burlington roads and are an absolutely independent company. Mr. Holmquist is interested in a line of several elevators on the Minneapolis & Omaha road. His concern is known as the Holmquist Grain and Lumber company. We have no hesitancy in buying of country elevators and make no discrimination against them. We do very little receiving, as we buy almost wholly from dealers and we do not ask them where they get their grain. Most of our bids are made by telephone."

Mr. Merriam went at considerable length as to the elevation charges and the cost of handling grain at terminal points. He said Omaha is the only market that has not an elevation charge. He did not know of any combination in Omaha to fix the price of grain and he knew of no deals whereby prices were fixed and did not take part in any such deals. The Union Pacific paid 1¼ cents for unloading to the Merriam & Holmquist company on all grain brought in by that road and the Missouri Pacific paid 1¼ cents for loading out. The cost of handling grain at the elevators is approximately 2 cents per 100.

Holmquist Not in Combine.

J. W. Holmquist of the firm of Merriam & Holmquist of Omaha, and the head of the Holmquist Grain and Lumber company of Oakland, said none of the stockholders in either of the companies with which he was connected had any stock or interest in any railroad company. The Holmquist Grain and Lumber company owns eight elevators in Nebraska. He said:

"I make the prices that are bid for grain at our elevators. We have competitors at all of these points, but we have no combination of prices with them. Most of our competitors are buyers for Minneapolis, though there are some country buyers. No pool is entered into; we are all open competitors. If we can get more than our share we do so by bidding higher than our competitors and then drop back to the current prices. We seek to make about 4 cents a bushel on wheat, yet seldom exceed 2 cents. A fair profit on corn would be about 2 or 1½. Last crop season we made less than 1 cent on corn.

Says Shovel Houses Are Unfair.

"We do not consider shovel houses fair competitors. We have often given better prices than the shovel houses even at an actual loss. There is no discrimination by the railroads in the matter of cars against the shovel houses. At the terminals we do not buy from shovel houses if we can help it, but are not averse to buying from independent dealers, such as farmers' elevators.

"There is no general understanding not to deal with unfair dealers. The only unfair dealer I now recall in our territory is P. F. Demers of Emerson. Shovel houses are unfair competitors.

"The establishment of the Grain exchange at Omaha and the establishment of terminal elevators have been to give the farmer more for his grain. The reason we do better with the Missouri Pacific is because our terminal elevators are on or adjacent to their tracks. There is no rule against our cars being switched in preference to other cars. The fact that the Omaha Elevator company has its elevators largely on the Union Pacific does not give that company any advantage over us."

Van Dorn Testifies.

J. E. Van Dorn of Council Bluffs of the Caverl-Van Dorn Elevator company said: "We have one elevator at Council Bluffs and two at other points in Iowa. We have competitors at each of these points and try to get our share of the business. We have no agreement with our competitors as to prices, though prices are generally based on cards sent out by W. D. Case of Des Moines, who is a market expert, but he has no interest in our elevators, nor in any railroad that I know of. We aim to get a profit of 2 cents on corn and 3 to 4 cents on wheat. Last year we got but 1 cent on corn and from 2 to 3 cents on wheat. We ship mostly to Council Bluffs and Omaha. A party by the name of Flynn made us some trouble for a while at Neola, but Mr. Cooper, our manager, hired him to run our elevator for us and then the trouble ended. At Council Bluffs we have made claims for switching and outgoing charges of 1¼ cents, but they were rejected. These claims were against the Rock Island, Burlington and Great Western. We have an outgoing claim against the Union Pacific, but have heard nothing about it. We have been running our Council Bluffs elevator since September 15. On the Burlington, Union Pacific and Milwaukee roads the reconsignment charges are absorbed by the outgoing roads; in fact, by all roads except the Wabash.

No Railroad Plants There.

"No elevators in Council Bluffs are owned by any railroad. Our company owns its own elevator. The objection to grain from the shovel houses is its quality and cleanliness. We feel safer in dealing with regular dealers because of their better facilities for handling grain. We do not discriminate against the shovel houses only for this reason and often buy from them. We buy grain for export and very often pay more for it than our competitors, and, as they think, often more than we ought to pay. For this reason some of the Omaha companies undertook to drive me out of business in 1904 and 1905. The companies active in the matter were the Updike Grain company, the Kansas City Grain company and the Omaha Elevator company.

"These companies handle about 80 per cent of all the grain coming to and going out of this market. I have some times thought that the railroads have some interest in the Updike Grain company and base this reason from the special privileges that company gets at South Omaha. I know we pay $1 per car to the Union Stock Yards company and $1 to the outgoing roads, none of which is returned to us in any way. The others get it all back."

A. C. Zimmerman, head bookkeeper for the Merriam & Holmquist company, testified that the last claim paid by the Missouri Pacific for elevation was August 23. He believed that the contract between the Missouri Pacific and the Merriam & Holmquist company was still in force.

Mr. Phillippi, in his testimony on this point, stated that the contract between Merriam & Holmquist had terminated July 1.

Loosened Up on Farmers.

Cuthbert Vincent of Omaha, manager of the Farmers' Grain company, testified that his company owned two elevators in Buffalo county—one at Pleasanton and one at Miller. The stock in these elevators was owned by about 300 farmers. The company buys grain also at Callaway, Lodi, Amherst and Oconto. At these latter points they have shovel houses, holding about 2,000 bushels each, though the business at Amherst ceased during the last year, because of leasing the shovel house to other parties. At the outset the company had much trouble in getting sites for its elevators and car facilities, but it is all right now. The company sets its own price for grain and gets what it can. The company began business last October and the result has been to increase the price of grain in these localities 2½ cents per bushel above what it was prior to the establishment of the company. J. E. Johnson of Kearney, a retired farmer, is president of the company. There are other farmer elevator companies in the state, all doing a good business, and all at the outset had trouble with the railroad companies regarding sites and car facilities. A rule of the company is that if stockholders sell to competing elevators at the same station they must pay a penalty of 1 cent per bushel into the treasury of the company, which goes to keeping the machinery greased for them when they come back. Other farmer elevators are located at Bee, Bladen, Goner, Vonak, Strausville and Upland.

Grain Sold in Omaha.

At present the farmers' elevator companies have no difficulty in finding a market for their grain. In the early history of the company they did have trouble, and the first two cars of grain that witness company sold to the Omaha Grain exchange he had to let go at 2 cents less than its value. But the exchange is treating the company fairly now. Most of their grain is sold on the Omaha Grain exchange.

F. S. Cowgill, president of the Transmississippi Grain company, with an elevator at Council Bluffs, testified that his company operated elevators at fifty-two stations; twenty-four on the Union Pacific, three on the Illinois Central and the others on different roads. "I make prices for my customers and give them information when they ask for it. We are in competition with the Nye-Schneider-Fowler, Omaha Elevator and Updike Grain companies. I do not always agree with them. I instruct our agents to pay the same that our competitors do. There is no pooling. Where there are two elevators at a station I think we ought to have half the business and go after it. Sometimes we get more than our share and sometimes less.

Switching Charges Absorbed.

At our terminal elevators all switching charges are absorbed by the outgoing roads. All my business is in shipping. We do not recognize shovel houses as fair competitors and personally we pay no attention to them. I would not buy grain from track shovelmen, but do not hesitate to buy from farmers' elevators, though I think that the farmers' elevators are in some instances unfair competitors. The allowance of 1¼ cents to us by the railroads, particularly by the Union Pacific, does not give us any advantage over other dealers. I do not believe in railroads operating elevators; would sooner see the railroads rent their elevators to others. I do not pay tips to any railroad except to Pullman porters; neither do I engage in "buying empties."

The witness was a member of the Iowa Grain Dealers' association, but its purpose was not to raise or control prices, but to improve the grain growing conditions of the state, wherein it had already accomplished much good. Continuing Mr. Cowgill said:

"I was a party to the suit brought against the Nebraska Grain Dealers' association. The suit was brought against the association on the ground that it was an unlawful combination. I do not know that the suit has been dismissed and believe it to be still pending."

Elevator Site Denied.

M. Andreas of Manley, Neb., testified that he was a member of the Manley Cooperative association. "Manley," he said, is on the Missouri Pacific. We have had a hard experience with the railroad. We could not get an elevator site on the right-of-way of the railroad company, and obtained a site adjacent thereto and built our elevator. We have not yet been able to get a siding or track to the elevator. We have brought suit under the state laws and the hearing was had Tuesday, but I do not know the result as yet. We have to haul our grain to the cars and scoop-shovel it into the cars. We do not get our fair share of the cars sent out there."

G. C. Thompson, in the grain commission business at Omaha, was the last witness of the afternoon. He understood an irregular dealer to be one connected with an association that had a penalty clause attached to its agreements. He described an unfair dealer as one who goes around among the farmers, buys grain and scoops it directly into the cars. As a dealer the witness was glad to buy grain from any one who had an elevator. The witness had in the past trouble with the Nebraska Grain Dealers' association, but he now understands that the association has dissolved and gone out of business.

The hearing then adjourned until 10 o'clock this morning.

Iowa Getting Into the Game.

FORT DODGE, Ia., Oct. 24.—(Special.)—Alleging the existence of a grain trust in Iowa, C. G. Messerole of Gowrie, secretary of the Co-Operative Grain Dealers' association of Iowa and manager of a farmers' elevator at that place, is arousing the farmers of Webster county and surrounding districts to action. Urgent requests to be furnished with any information at hand tending to prove boycotts, discriminations or favoritisms on the part of railroads are being made to farmers all over this part of the state. Mr. Messerole intends to lay all information gathered by him before the Interstate Commerce commission at its meeting in Des Moines this week.

DES MOINES, Oct. 24.—Secretary George A. Wells of the Iowa Grain Dealers' association was served with a subpoena this morning ordering him to appear and give testimony before the Interstate Commerce commission in the federal court room here at 10 o'clock Friday morning. Three other Des Moines men whose identity is not known here were subpoenaed.

Working at Los Angeles.

LOS ANGELES, Oct. 24.—The federal grand jury today resumed the investigation of charges that the Santa Fe Railroad company is guilty of granting rebates on freight charges to certain Los Angeles furniture and implement dealers. It is asserted that the Southern Pacific and possibly the Salt Lake railroad will be drawn into the investigation.

LANE AND CLARK DENY INTERVIEW

Commissioners Hint that Chicago Man Has Ulterior Motives.

"The Interstate Commerce commission is vacillating and incompetent. The new rate law as thus far construed and applied is a railroad law. Railway traffic men and their lawyers have unscrupulously resorted to every conceivable technicality to prevent the law from proving of advantage to shippers and the public, for whose benefit it was passed, and the commission thus far has proved utterly incapable of heading them off. The only concerns that have profited thus far by the rate legislation are the railroads, and I fear they are the only ones who will profit by it, at least for years to come."

The foregoing sentiments were expressed yesterday by the traffic manager of one of the largest manufacturing and shipping concerns in Chicago. The speaker is a prominent member of the Illinois Manufacturers' association and the American Shippers' association, and was in the delegation of Chicago shippers which appeared before the Interstate Commerce commission at Washington the day the new rate law went into effect to present to that body the ideas of the shipping interests regarding the interpretation the commission should put upon disputed sections of the new law. He declared his views are shared by many other large local shippers.

This is from the Chicago Tribune of Monday. It is the introduction of a longer interview. The entire story was shown to Commissioners Lane and Clark in Omaha Wednesday morning. Mr. Lane said:

"The whole matter is so grossly absurd that it does not merit an answer. The writer evidently did not understand his subject. Since it does not contain facts I do not care to enter into a detailed discussion of the matter."

Commissioner Clark was more extended in his expressions, though he coincided with Mr. Lane in pronouncing the statements false.

In the course of the Tribune's interview story it says:

The commission, instead of taking the bull by the horns and prohibiting the roads from charging a through rate higher than the sums of the locals, has ruled that until December 31 they may reduce the through rate to the sums of the locals on one day's notice if they choose. This is taken to indicate that after that date the published through rate will prevail. If that is true it means a permanent raise in the average freight rate all over the United States, which will add millions annually to railway revenue.

"This," said Mr. Clark, "is totally wrong. "As a matter of fact we have not made any rate final yet. We have asked the railroads to join us in providing the lowest uniform rate commensurate with a fair profit for transportation and until we have definite responses to our inquiries or requests and have made a complete canvass of the situation we shall not know just exactly what rate will go into effect. We are aiming at uniformity at all events. We have certainly not made the ruling as attributed to us in this interview, that until December 1 they may reduce the through rate to the sums of the locals on one day's notice if they choose. That much is strictly incorrect. To get down to bedrock what the commission has done and is doing is largely in the way of experiment and investigation in our general endeavor to sift out and arrive at the best possible basis of operation."

The commissioners both professed to know exactly who it was making these assertions and what his motives were.

HYMENEAL.

Chumlea-Spalding.

SIOUX CITY, Ia., Oct. 24.—(Special Telegram.)—Miss Preston Chumlea of Omaha was married to Miss Marie Spalding of Sioux City at 7 o'clock this evening. The wedding occurred at St. Thomas' Episcopal church, Rev. Ralph Smith officiating.

It was one of the prettiest weddings of the year. The beautiful church was decorated in green and white, the color scheme being carried out through the structure from the outer door to the chancel and altar. Mr. Chumlea was attended by Mr. C. N. Crow of Denver as his "best man," and Miss Spalding had for her bridesmaids Miss Alice Spalding, her sister, and Miss Florence Hobein of Estherville, Ia. Mrs. Fred White of Estherville was matron of honor, and Mr. Rufus E. Harris and Mr. Lloyd Scruggs of Omaha were ushers. The ring bearers were Master George Lawrence Avery and Master James Spalding White. The bride, who is the daughter of Mr. and Mrs. James D. Spalding of Sioux City, looked most charming as she came down the aisle on her father's arm to meet the groom at the altar, where the ceremony was said.

After the ceremony a reception was given at the home of the bride's parents, where many guests assembled to greet the bridal couple. A great many from out of town were present, among them being Mrs. John Cheney, Fort Dodge, Ia.; Miss Olson, Fort Dodge; Mr. and Mrs. M. F. Rohrer, Mrs. Theinhart, Council Bluffs; Miss Louise McMillan, Onawa, Ia.; Mrs. Mary B. Garde, Miss Eleanor Garde, Cincinnati; Mr. and Mrs. W. S. Lysaght, Cherokee, Ia.; Mr. and Mrs. Fred White, Estherville, Ia.; Mr. Karl Kahler, Des Moines; Mr. N. R. Denny and Mr. J. A. Elliott, Omaha.

Mr. Chumlea is one of the department managers at Armour's big plant at Omaha. Mr. and Mrs. Chumlea will make their home at the Uintah after a wedding trip.

Bethune-Malmquist.

A simple, but very beautiful wedding was that of Miss Nora Edith Malmquist, daughter of Mr. Ernest W. Malmquist, to John Martin Bethune, which was solemnized Wednesday at high noon, October 24th, at the home of the bride's father, 4807 Capitol avenue, Rev. H. O. Herring of the First Congregational church officiating. Mrs. J. Hardin sang a vocal solo "I Love You Truly," and the wedding party entered the parlor to the strains of the wedding march from Lohengrin, played by Miss Mabel Cedar. The attendants of the bride were Janet McLellan, ring bearer; Grace McLellan and Elinor McLellan, ribbon bearers. Miss Nellie Kitchen and Miss Lynne Malmquist, bridesmaids. Miss Elizabeth Williams, maid of honor. Mr. Harry Bethune was best man.

At the conclusion of the ceremony, the guests were entertained at a buffet luncheon.

The out-of-town guests were: Mr. and Mrs. J. Bethune, Mr. and Mrs. W. B. Bethune, Misses Anna and Agnes Bethune, Mrs. James Akin, Miss Nellie Kitchen, Miss Mabel Cedar, and Mr. and Mrs. R. McLellan, all of whom are from Lincoln, Neb.; Mr. Harry Bethune, Pittsburg, Pa., and Miss Elizabeth Bloxham, Sheldon, Ia.

Mr. and Mrs. John M. Bethune will reside at 4807 Capitol avenue.

Bowlby-Drake.

ST. LOUIS, Oct. 24.—(Special Telegram.)—In the presence of about 100 society people, Charles E. Bowlby of Crete, Neb., tonight became the husband of Miss Anna M. Drake, at the home of her aunt, Mrs. S. H. H. Clark in Westminster place. The Rev. Dr. McLeod of the First Congregational church officiated. The bride, who wore white embroidered linen had only two attendants, Mr. and Mrs. Hoxie Clark who acted as best man and matron of honor. After November 15 Mr. and Mrs. Bowlby will reside at Wilbur, Neb. They became acquainted in Nebraska about two years ago, when she was visiting her mother, Mrs. Sarah Drake, who resides in Nebraska. For many years the bride, who is a graduate of Monticello seminary has resided in St. Louis with her aunt.

Douglas-Dew.

TECUMSEH, Neb., Oct. 24.—(Special Telegram.)—Mr. Oscar Douglas, a prominent young attorney here, and Miss Jennie M. Dew were married at the home of the bride's parents, Mr. and Mrs. Robert Dew, in this city this evening. The ceremony was performed by Rev. T. D. Davis in the presence of a few relatives. Mr. and Mrs. Douglas departed on a late train for Omaha and will return to Tecumseh within ten days and go to housekeeping on North Third street.

Stone-Moore.

COLERIDGE, Neb., Oct. 24.—(Special.)—George Stone, the champion batter of the American league, was married to Miss Pearl Moore at the residence of the bride's mother here last evening at 8 o'clock, Rev. John Shiphard officiating. Both of the young people grew from childhood in this community.

Wilson-Manzer.

Henry Wilson and Miss Edna B. Manzer, daughter of Eugene Manzer of Florence, were married at 3 p. m. Tuesday at the hotel in Florence by Rev. C. W. Savidge.

Omega Oil is a Blessing to Rheumatics It has relieved thousands. Try a 10c bottle.

Why Syrup of Figs is the best family laxative

It is pure.
It is gentle.
It is pleasant.
It is efficacious.
It is not expensive.
It is good for children.
It is excellent for ladies.
It is convenient for business men.
It is perfectly safe under all circumstances.
It is used by millions of families the world over.
It stands highest, as a laxative, with physicians.
If you use it you have the best laxative the world produces.

Because

Its component parts are all wholesome.
It acts gently without unpleasant after-effects.
It is wholly free from objectionable substances.

It contains the laxative principles of plants.
It contains the carminative principles of plants.
It contains wholesome aromatic liquids which are agreeable and refreshing to the taste.

All are pure.
All are delicately blended.
All are skillfully and scientifically compounded.

Its value is due to our method of manufacture and to the originality and simplicity of the combination.

To get its beneficial effects—buy the genuine.

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FOR SALE BY ALL LEADING DRUGGISTS.

HORSE SHOW PROVES WINNER

Attendance on Third Night Eclipses the Previous Evenings.

SPECTATORS ALSO MORE ENTHUSIASTIC

Nebraska Hunter Surprises Public and Other Exhibitors by Jumping Away with the Blue Ribbon.

(Continued from Second Page.)

bolero of the velvet. With this was worn a large white hat with uncurled ostrich plumes.

Miss Ruth Brandeis, who drove, was charming in a gown of cerise silk, trimmed with embroidery and lace. With this she wore a long white coat and black hat, trimmed in cerise and black plumes.

OCCUPANTS OF HORSE SHOW BOXES

Number of People from Outside the City Are Noticed.

It is noticeable that the Omaha Horse Show is attracting many from other cities. Following were the occupants of the boxes last evening:

Box 1—Mr. and Mrs. T. J. O'Brien, Mr. and Mrs. Jim Larsen.
Box 2—W. C. Sunderland, Mrs. C. T. Dildine, Kearney, Neb.; Mrs. Julius Kessler.
Box 2A—Harry E. Moores, Miss Cannon, Chicago.
Box 3—Mr. and Mrs. C. C. Belden, Mr. and Mrs. W. F. Negele.
Box 4—Mrs. O. S. Ward, Lincoln, Neb.; Mr. and Mrs. Geo. B. Eddy, Mr. F. G. Caldwell, Lincoln, Neb., Miss Edith Apgar.
Box 5—H. H. Huffaker, W. A. Wilkens, Silver City, Ia.; Miss Aldine Hotler, St. Joseph; Mo.
Box 6—Mr. and Mrs. John MacDonald, Alan MacDonald.
Box 10—Captain and Mrs. R. L. Hamilton, Mrs. Will Iler, Miss Anna Coad.
Box 10—Mrs. Robert Gilmore, Miss Gilmore, Miss Marion Connell, Mr. Beaton.
Box 11—Miss McCormick, Mr. and Mrs. Wm. Hill Clarke.
Box 13—Mr. and Mrs. John L. Webster, Miss Mary Peck, Chicago, Miss Flora Webster.
Box 14—Miss Frankie Hale, Miss Pauline Schenk, Miss Alice Frederick, Mr. Grover Davis, Dr. B. A. McDermott, Richard Simon.
Box 15—Ralph Hayward, Mrs. Albert Krug, Mrs. Howard Goulding, Ralph Hayward Mr. H. M. Goulding.
Box 15A—S. E. Leonard, C. O. Blandin.
Box 16—Mr. and Mrs. I. C. Condgon, Mrs. R. Carrier, Miss Caroline Condgon, Mr. and Mrs. Clement Chase, Mr. and Mrs. W. M. Rogers.
Box 17—Mr. and Mrs. Barton, Mrs. Harrison, Mrs. Beurke.
Box 17A—Mr. A. T. Austin, Mrs. A. T. Austin, Mrs. Charles Ogden, Mrs. George F. Bidwell.
Box 18—Mrs. E. Loring, George Byrne, Lucile Hayden, Ray Burn, Ester Burn, Mr. Burn.
Box No. Special—Mr. and Mrs. E. Updike, Miss Updike, Robert B. Updike.
Box 19—Mrs. Hargens, Miss Mohler, Mr. Luther Drake, Mr. J. E. George.
Box 20—Mrs. John M. Baldwin, Miss Baldwin, Mr. and Mrs. Edgar H. Scott, N. P. Dodge, Jr.
Box 21—Mr. and Mrs. G. L. Hammer, Miss Pauline Burke, Miss Mildred Butler, Miss Ruth Hitchcock, Miss Ruth Hammond.
Box 21A—Miss Keeline, Miss McShane, Mr. Clarke, Mr. Brinker.
Box 22—Mr. and Mrs. G. P. Moorhead, Dr. and Mrs. Patterson, Miss Patterson, Miss Moorhead.
Box 23—Mr. and Mrs. H. H. Brandeis, Mr. and Mrs. Arthur D. Brandeis, Miss Gladys Slowman, Emil Brandeis.
Box 23—Ruth Brandeis.
Box 24—Miss Davis, Miss Hughes, Miss Congdon, Mr. F. B. Wilhelm, V. B. Roberts, R. T. Burns.
Box 26—Mr. and Mrs. Joseph Cudahy, Miss Lomax, Miss Roe, Miss Brady, Mr. Davis, Mr. E. A. Cudahy, jr., Mr. Keogh.
Box 27—E. P. Peck, box holder; Mrs. Tower, Chicago; Mr. and Mrs. L. P. Funkhouser, Mr. and Mrs. Maurice Smith, Mr. and Mrs. R. B. H. Bell, Mrs. Peck.
Box 30—Mr. and Mrs. W. H. Garratt, Miss Funkhouser, Miss Darlow.
Box 31—Mr. and Mrs. R. C. Howe, Miss Marion Howe, Robert A. Howe.
Box 32A—Mr. and Mrs. Z. T. Lindsey, Mr. and Mrs. John M. Daugherty, John C. and Frederick Daugherty.
Box 33—Mr. and Mrs. F. S. Cowgill, Mr. and Mrs. G. H. Palmer, Mr. T. L. Cockle.
Box 33—Mr. and Mrs. W. J. C. Kenyon, Dr. and Mrs. J. E. Summers, jr.
Box 42—Mrs. Ella B. Nash, Mrs. B. W. Cotton, Frank Haskell, Ezra Millard.
Box 33A—Miss Ella May Brown, Miss Jeanne Wakefield, Mr. Charles Beaton, George H. Pritchett.
Box 34A—J. H. Eckler, Master Fred Ecker, Harry Decker, G. D. Harman.
Box 35—Mr. and Mrs. Charles Dundey, Miss Juliet McCune, Miss Jessie McCune, Will Brown.
Box 36—Dr. and Mrs. S. H. Summer, Mr. and Mrs. R. L. Huntley.
Box 37—Miss Alice McCormick, Miss Woodward; Mrs. MacWilliams, Denver, Colo.; Mrs. W. J. Burgess, Mrs. O. C. Redick, Mr. and Mrs. F. A. Nash.
Box 38—General and Mrs. Cowin, Mrs. Milton Darling, Mr. and Mrs. Arthur Smith.
Box 38A—Miss Richardson, Mrs. Edward C. Smith, Mr. Rogers, Mrs. H. W. Yates, jr.
Box 39—E. A. Cudahy, Mr. and Mrs. Martin, Mrs. Helen Cudahy, Miss Florence Cudahy, Miss Alice Cudahy.
Box 40—Mrs. G. M. Hitchcock, Mr. and Mrs. R. B. Howell, Mr. and Mrs. G. C. McIntyre, Miss Balcomb.
Box 41—Mrs. A. Barnett, McCook, Neb.; Mr. and Mrs. Ben Robidoux, Mrs. C. I. Fowler, Mr. and Mrs. George Kelly.
Box 42—Mr. and Mrs. C. B. Smyth, Mrs. J. M. Metcalf, Mrs. Ada Herische.
Box 42A—Mr. and Mrs. C. F. McGrew, Mr. and Mrs. W. W. Morsman.
Box 43—Mr. and Mrs. Alfred Darlow, Dr. and Mrs. James E. Kelby.
Box 43A—Mr. and Mrs. J. A. Brady, Mr. and Mrs. H. L. Cummings, Hall McCord.
Box 44—Dr. and Mrs. C. A. Hull, with Dr. and Mrs. R. B. Davis.
Box 45—Mr. and Mrs. George M. Peck, Mr. and Mrs. E. M. Morsman, jr.; Miss Helen Millard, Mr. Brogan.
Box 46—Mrs. N. Merriam, Miss Merriam, Mrs. F. A. Cole, Lieutenant Butler, Miss Rees, Mr. Samuel Rees, jr.
Box 47—Miss Carlson of Copenhagen, Mrs. Oscar Anderson of Kansas City, John Huskind of Copenhagen, Harry Larsen, Ester Larsen.
Box 48—Mr. and Mrs. C. B. Bogue, Mr. and Mrs. J. Clark Colt, Mrs. F. J. Rappal, jr., of Chicago, Mrs. H. A. Trice of St. Joseph.
Box 49—Mr. and Mrs. J. P. Stewart, 2d, Mr. and Mrs. Harry Wilkins, Mr. and Mrs. W. J. Foye, Mr. and Mrs. W. T. Burns.
Box 50—Mary Carey, Marguerite Bowen, Dorothy Eckhart, Liman Peck, Arthur Lewis, Aubery Potter.
Box 51—Dr. and Mrs. Donald Macrae, Mr. and Mrs. George Mayne, of Council Bluffs, Mr. and Mrs. J. L. Paxton, Mr. and Mrs. Arthur Remington, Mr. Arthur J. Cooley, Mrs. Barker, Mr. and Mrs. Joseph Barker.
Box 52—Mrs. Burns, Mr. and Mrs. Megeath, Mr. and Mrs. Kountze, Mr. and Mrs. Burgess, Mr. Campbell.
Box 54—Mr. and Mrs. M. T. Barlow, Mr. and Mrs. Theodore Ringwalt, Mr. and Mrs. W. T. Page.
Box 55—Mr. and Mrs. J. H. Pratt, Mr. and Mrs. W. B. Bancker, Mr. and Mrs. P. B. Myres.
Box 56—Mrs. C. C. Allison, Master Charles Allison, Miss Grace Allison, Mrs. J. D. Creighton, Mr. E. A. Creighton.
Box 57—Miss E. Creighton, Miss C. Creighton, Mrs. H. J. Foy, Mrs. J. A. Schenk, Mr. and Mrs. A. V. Kinsler.
Box 58—Mr. and Mrs. Charles E. Johannes, Miss Mary Fitch, Judge and Mrs. Ervin X. Baxter, Charles W. Russell.
Box 59—Mrs. William Hayden, Mrs. Edward Hayden, Miss Marie Hollinger, the Misses Hayden, Master Walter Hayden.
Box 60—Mr. C. R. Tyler, Miss Marion Tyler, Mrs. Ryburn, Mrs. Everett, Council Bluffs.
Box 65—Mr. and Mrs. C. F. Mitchell, Creighton, Neb.; Mr. and Mrs. William Franke, Fremont; Mr. W. E. Hilliker, Fremont; Mrs. D. G. Golding, Arrowsmith, Ill.
Box 67—Dr. and Mrs. W. N. Dorward, Miss Maud Hoagland, Council Bluffs; Mrs Dasie Bilton, Miss Beatrice Cole, Mrs. J. J. Dorward.
Box 68—Philip Chase, Miss Butterfield, Miss Mellona Butterfield, Miss Norma Harney.
Box 69—F. S. Heyward, Miss Laura Dale, Mr. and Mrs. B. P. Marshall, Mrs. T. A. Thompson.
Box 70—W. Runyan, Mrs. Runyan, Harry Kock, Lawrence Gibson.
Box 71—Mr. and Mrs. H. O. Edwards, Master Robert Edwards, Mrs. M. A. Williams.
Box 72—Dr. and Mrs. S. F. Connor, with Mr. and Mrs. T. J. Mahoney.
Box 73—Mr. James Williams, Denver; W. J. Burgess.
Box 74—R. C. Cunningham, Miss Margaret Cunningham.
Box 75—Mr. W. G. Collins, Mr. T. P. Haller, Miss Kenny, Miss Alice McShane.
Box 76—W. L. Ulsicker, Alice Auld.
Box 78—Mr. and Mrs. Henry Hiller, Miss Florence Hiller, Miss Georgiana Michaels.

DOCTORS ELECT OFFICERS

Iowa and Nebraska Veterinary Associations Hold Joint Convention at City Hall.

The Iowa and Nebraska Veterinary Medical association held their annual meeting at the city hall yesterday. The two organizations are distinct and are holding joint sessions only for the purpose of obtaining better facilities.

The Nebraska association elected these officers for the year: President, Peter Simonson, V. M. D., of Fremont; vice president, I. W. Cochran, V. M. D., Geneva; secretary and treasurer, H. Jensen, V. M. D., Weeping Water. The Iowa association elected these officers: D. H. Miller, V. M. D., Des Moines, president; G. R. Young, V. M. D., Omaha, vice president; A. G. Peters, V. M. D., Lincoln, secretary and treasurer.

Among the speakers were Dr. C. E. Stewart, Chariton, Ia.; Dr. James Vincent, Shenandoah, Ia.; Dr. H. T. Hahn, Falls City; Dr. H. Tomson, Newman Grove; Dr. V. Shaefer, Tekamah. Wednesday afternoon Dr. F. H. Davis of Chicago and Dr. J. H. Gain and Dr. A. F. Peters of Lincoln spoke.

Before adjournment a resolution was passed thanking Mayor Dahlman and the Water board for the use of the room in the city hall, and thanking Mr. Ramacciotti for his share in making the meeting a success.

NOW FOR THE BIG MEETING

Woman's Foreign Missionary Society Will Begin Its Work This Morning.

The general secretaries of the Women's Foreign Missionary society of the Methodist church brought to an end yesterday afternoon the work preliminary to the regular meeting of the society, which begins at 9:30 this morning at First Methodist church and continues until November 1. The last subject to engage the attention of the secretaries was that of their publications. There are four of these, all monthly magazines—the Woman's Missionary Friend, the Children's Friend, the German's Friend and the Study. They are published in Boston. The editors and publishers had submitted reports of their affairs to the secretaries, which furnished the basis of deliberations. Plans for increasing the circulation of the magazines, particularly the Woman's Friend, were adopted. It is the purpose to bring this circulation up to 30,000.

If you have anything to trade advertise it in the For Exchange column of The Bee Want Ad page.

Using Dr. Graves' Tooth Powder

twice daily will remove tartar, whiten and brighten the teeth, harden the gums and make brown teeth white. Most people use it twice-a-day. Ask a dentist why.

In handy metal caps or bottles, 25c.

Dr. Graves' Tooth Powder Co.

THREAT TO BLOW UP TRAIN

Anonymous Letter Writer Demands $5,000 from Lake Shore Railroad.

EFFORT MADE TO TRAP BANDITS

Dummy Train Filled with Armed Men is Run to Point Designated and Search Begins.

CHICAGO, Oct. 24.—Threatened by an anonymous letter writer with the blowing up of one of its passenger trains unless it paid over $5,000, the Lake Shore road tonight ran a "dummy" train filled with armed men out of Chicago and at a point in Indiana, designated by the bandits, the train was stopped, but no one was found in the neighborhood. As soon as the train slowed up Superintendent Wilson, with a score of United States deputy marshals and railroad detectives, leaped from the coaches and began a manhunt that is still in progress. Three posses are searching the Indiana marshes in the vicinity of Pine, Miller and Aetna. Two employes of the Aetna powder works have been arrested. Their arrest was caused by the findings in their room of a bottle of nitroglycerine.

The andit, in his letter, instructed the railroad company to carry the money to him on the Limited Express, which leaves Chicago at 5:30 in the evening.

"I will be at the side of the track," he wrote, "somewhere east or west of Pine. When the limited approaches me I will fire two shots from my revolver. Have the money in a bag and drop it off the hind end of the train. If you don't do as I say your train will be blown to atoms with dynamite."

Three letters in all were received from the mysterious writer and the railroad officials turned the matter over to the United States postal authorities, who planned the "dummy" train to trap the bandit.

DEATH RECORD.

Emil Lang.

BEATRICE, Neb., Oct. 24.—(Special Telegram.)—Emil Lang, head of the Lang Grocery company and president of the Lang Preserving and Canning company, died suddenly here today of apoplexy. He was a pioneer resident of this section and did much for the upbuilding of Beatrice in an early day. He was 57 years of age.

Mark A. Kurts.

Friends of Mark A. Kurts have received word of his sudden death at Nampa, Idaho, Tuesday. The message was brief, not stating any details of the death. Mr. Kurts had made Omaha his home. He owned a ranch in Idaho.

Amos H. Connor.

CEDAR RAPIDS, Ia., Oct. 24.—Amos H. Connor, mayor of Cedar Rapids, died suddenly today of heart failure.

Federal Building Notes.