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HILL ON GRAIN TRADE

Head of Northern Railways Appears Before Interstate Commerce Commission.

HE SAYS PRESENT METHODS ARE WRONG

Farmers Are Now the Victims of Speculators and Manipulators.

WOULD MAKE ALL ELEVATORS PUBLIC

Thinks Grain Receipts Should Be Made Negotiable and Protected by Law.

EMPLOYES OWN NO OUTSIDE STOCKS

Agents of Railway Have No Interests in Companies Along the Line—Favors Federal Inspection of Grain.

MINNEAPOLIS, Nov. 21.—James J. Hill, president of the Great Northern railroad, took the stand today when the Interstate Commerce commission began its inquiry in Minneapolis into the relations between the railroad companies and the grain companies in the northwest.

The meeting is held pursuant to the La Follette resolution adopted by congress at its last session.

Commissioners Charles A. Prouty and Franklin K. Lane personally conducted the hearing, though several attorneys representing different grain interests participated in the questioning.

Mr. Hill proved to be a willing witness. His answers were given to all questions without hesitation and in detail. He told of the tremendous grain traffic on his road, equalling each year twice as much as the grain hauled into Chicago in a year by all roads running into that city. He said that the Great Northern in 1879 hauled 2,870,000 bushels, while in 1896 this had increased to probably 115,000,000 bushels. In view of the fact that the bulk of the Great Northern's business comes from the farmers he said it has been his policy to aid the farmer whenever possible.

Freight Blockade in Chicago.

"Is it the policy of your road, Mr. Hill, to delay freight for any reason?" was one of the opening questions.

"No, it certainly is not," was the reply. "If the connecting roads would move freight faster we could do a great deal better. The fact that the traffic is sometimes congested on our line is simply the fault of the immense amount of accumulated business. Other lines are more open to criticism than the Great Northern. In Chicago a few days ago I took special pains to make inquiries about traffic and could not get a single line which would agree to move 200,000 tons of freight to New York before December. The Great Northern can right along handle all business received from the east promptly the congestion comes from traffic from the west."

On the specific subject of grain elevators Mr. Hill testified:

"Yes, it is our rule to permit anyone to erect elevators at stations of our road on the right-of-way. We now make our contracts, however, not transferable, as we have found instances where such applications were not made in good faith and afterwards sold at a good figure. We have found trouble in keeping elevators from combining, and sometimes in tracing down applications for elevator sites have found different applicants to really represent one interest. We have found objectionable elevator combines; we have sometimes built elevators of our own and placed some man in charge. In such instances the combines have tried to freeze our man out. We have such an instance at Litchfield, but were able to help our man out. But that, gentlemen," Mr. Hill said, with a smile, "was before the passage of the interstate commerce law."

Elevators at Duluth.

In regard to the Great Northern's terminal elevators at Duluth, Mr. Hill stated his company did operate them, but that because of the Wisconsin law requiring grain in that state to be inspected by Wisconsin inspectors that these elevators were now leased. Their location is on Wisconsin ground.

"I think it is a great detriment to business that we cannot control the loading of grain," said Mr. Hill. "I think it is the best thing for a railroad to have its own terminal elevators, unload into them and include the charge for so doing in the freight rate. By building our Duluth terminal elevators we reduced for the shipping farmer the elevator charge there from 1 cent to ¼ a cent a bushel. This included unloading at the elevator, a short storage and loading into boat for shipment through the lakes. We cleaned, but did not mix the grain."

"Did you make a charge for cleaning?"

"No, sir. It should be remembered that in cleaning the elevator gets the screenings, which are worth $5 to $6 a ton."

Grain Methods Are Wrong.

Mr. Hill thought the present legal method of handling grain is wrong; that the farmer is too much the victim of the speculator. He said every receiving elevator should devote itself to simply that business; that the operating in grain should be another separate business, and that the business of the grain mixer should still be another separate business. Mr. Hill thought the building of elevators of greater capacity in Minneapolis would not relieve congestion of grain traffic, but he did think the action of the State Grain commission in sending inspectors as far out as 100 miles to inspect grain was a good move in this direction. He strongly criticised the state law which legalizes sharp practices of grain mixers.

"Do you think the farmer is getting what he should for his crop?"

"I don't think he is getting what he should for some classes of grain. For instance, farmers are now raising a lot of durum wheat. There is a good deal of risk in what the foreign demand will be and a market at home for only a limited amount."

Mr. Hill said that elevators are continually treating the farmers unfairly.

"We have to watch the elevators all the time," he said. "This work is done by the traffic department, but as a matter of fact the department is pretty powerless."

Story of Buffalo Elevator.

Mr. Hill gave an interesting story of how he happened to build a Buffalo terminal elevator, the largest in the world, costing $1,200,000.

"Along our line and up to Buffalo we were able to keep good track of grain we shipped, because it went in our own cars and in ships manned by our own crews and owned by us. But in one single instance there was reported to me a shipload which when weighed at Buffalo was 2,500 bushels short. And, well, soon after that we built an elevator at Buffalo. At

(Continued on Third Page.)

SIGNOR CARUSO IN COURT

Two Witnesses Testify that Singer Insulted Woman, but He Flatly Denies Charge.

NEW YORK, Nov. 21.—Enrico Caruso, the great Italian tenor, faced an audience of 600 persons in the Yorkville police court today and denied positively that he had made improper advances to a woman in the monkey house in Central park last Friday. He declared that his arrest was due to pique upon the part of a woman, who described herself as Hannah Graham, because he failed to respond to advances which she made to him.

Mrs. Graham was not present to press the charge which she lodged against the singer and the police officers interested in the affair testified that they had exerted every effort to find the woman, but without avail.

Park Policeman Cane was in court, however, and he told a circumstantial story of the alleged events which led to the arrest of the singer, being corroborated in part by other witnesses. Several other policemen, including the desk sergeant and the captain of Cane's precinct, corroborated the officer as to the happenings in the police station at the time of the arrest. They declared that Caruso pleaded with the woman not to prefer a charge against him and that with outstretched hands and in an imploring voice he declared that it is "all a mistake, madam; I mean no harm."

A young man who gave his name as Jeremiah McCarthy corroborated Cane's testimony as to Caruso's alleged action in the monkey house. He said his attention had been called to Caruso by the officer.

Against all this the singer placed what amounted practically to a flat denial of the whole case of the prosecution. He [illegible] ability to speak English and declared that, therefore, it would have been impossible for him to have made the statements attributed to him by the police. He declared that the woman upon whose complaint he was arrested had smiled at him and by look and action invited attention, which he did not condescend to give. He was calm, self-possessed and well poised during the whole ordeal. Many of his answers were given by a nod or shake of the head before the interpreter had finished the repetition of the question.

UTES ARE IN NEED OF CLOTHING

Long March Has Left the Indians in a Destitute Condition.

(From a Staff Correspondent.)

WASHINGTON, Nov. 21.—(Special Telegram.)—Commissioner Leupp of the Indian bureau is unofficially advised by the War department that the United States troopers having charge of the renegade White river Utes have nearly reached Fort Meade, S. D. A long march from Wyoming, where the Utes were induced to lay down their arms and accompany the troops to winter quarters at Fort Meade, has practically worn out such clothing as they possessed, and now it is a problem for the Indian office to supply sufficient clothing for these recalcitrant red men to carry them over the winter. The War department is prepared to house and feed the Indians, but there is no appropriation on which to draw to clothe them. The War department believes the clothing should be furnished by the Indian bureau, but Commissioner Leupp does not have funds to equip the tribe, and it is probable a special act of congress will be necessary to supply the funds to properly clothe these captives, who are to be held at Fort Meade during the coming winter.

Postmasters appointed: Elsie, Perkins county, Neb., John F. Brittain, vice T. McCullough, removed; Huffton, Brown county, S. D., Harry E. Benson, vice Frank F. Vickers, resigned; Ola, Bruie county, S. D., Stephen E. Houska, vice A. K. Randall, resigned; Sutley, Campbell county, S. D., Henry Ruckenberger, vice O. A. Berreth.

Rural carriers appointed: Nebraska—Saronville, route 1, Edward J. Aspegren, carrier; no substitute. Iowa—Douds, route 2, Otto O. McCullough, carrier; George B. Dillie, substitute.

The application of L. F. Michael, Ben P. Hoover, D. J. and J. D. O'Keefe, E. F. Gross and W. S. Small to organize the First National bank of Gettysburg, S. D., with $25,000 capital, has been approved by the comptroller of the currency.

OUSTER SUITS IN KANSAS

Mayors Who Fail to Enforce the Prohibitory Law Must Fight the State.

TOPEKA, Kan., Nov. 21.—Suits to oust from office A. B. Kirkwood, mayor of Pittsburg, Kan., and F. W. O'Donnell, mayor of Junction City, Kan., for failure to enforce the state prohibition law, and against the cities of Pittsburg and Junction City to prohibit them as municipalities and their officers from collecting licenses from joints or illicit saloons, were filed here this afternoon in the Kansas supreme court by Attorney General C. C. Coleman.

These suits are similar to that filed against Mayor Rose of Kansas City, Kan., which finally resulted in his being ousted from office.

While Attorney General Coleman refused to discuss his future plans, it is generally assumed that the filing of the suits today means that other suits of a like nature will follow against the mayor of every city and town in the state where the prohibition law is being violated. It is known that papers have already been drawn up in a petition to oust Mayor Goodlander of Fort Scott.

The most flagrant violations of the prohibition law are in the cities of Wichita, Leavenworth, Fort Scott and Topeka, but most towns in the state are involved. In Topeka, however, contrary to the custom in most cities and towns, the city does not derive any revenue from the joints.

GUILTY WITHOUT INTENTION

Pittsburg Ice Dealers Fined After Plea—Others Will Be Tried for Combining.

PHILADELPHIA, Nov. 21.—Five of the fourteen ice dealers who were placed on trial yesterday on the charge of conspiracy to raise the price of ice, today pleaded "nonsuit contendre" and threw themselves upon the mercy of the court. They were fined $75 and costs each.

Before entering the plea, counsel for the ice men announced to the court that the Philadelphia Ice exchange, through which it was alleged the price of ice was fixed, had been dissolved.

Following the entering of the pleas, District Attorney Bell asked the court to direct a verdict of not guilty in the cases of seven of the other defendants. Two of the dealers refused to enter the plea of nonvult and decided to stand trial.

A jury was then completed.

WIDE RANGE OF DISCUSSION

Speeches on Great Variety of Subjects at Transmississippi Congress.

RANSDELL TALKS NAVIGABLE WATERWAYS

Diplomatic Agents from South American Countries Tell of Need of Fund for Development of Natural Resources.

KANSAS CITY, Mo., Nov. 21.—Speeches and discussions covering a wide range of subjects took up the time today of the three sessions of the Transmississippi congress. Improved waters, insurance and currency reforms, the value of the Panama canal as a means of enlarging our trade relations with the South American republics and the necessity of closer relations between the United States and those countries, the great value to the south of improved levees, and the resources and needs of Alaska were some of the topics touched upon. The principal speakers were J. E. Ransdell, representative in congress from Louisiana; W. D. Vandiver, president of the National Bank of Commerce of Kansas City; John Barrett, United States minister to Colombia; Minister Calderon of Bolivia, minister of Peru; Minister Cortes of Colombia, Secretary De Amaral of the Brazilian legation at Washington, Representative Morris Sheppard of Texarkana, Tex.; John G. Brady of Boston, former governor of Alaska, and Richard E. Kerns of St. Louis, former national committeeman for Missouri.

Alberta Yoacham, charge d'affairs of the Chinese legation, was to have addressed the congress, but he was called from the city.

Representative Morris Sheppard of Texas, one of the youngest congressmen in the national house, made an earnest plea for the upbuilding of the levee system, and won warm applause from the delegates. He said in part:

At the morning session the first thing was the call of states for nominations for chairmen of delegations, vice presidents, members of the executive committee and members of the committees on permanent organization and resolutions.

Representative Ransdell Talks.

The first address of the day was delivered by Representative J. E. Ransdell of Lake Province, La., on "Improvement of Navigable Waterways."

To move freight in the United States costs fully six times as much by rail as by water. The average cost of moving a ton of freight on all the railroads of the country in 1904 was 7.8 mills per ton per mile, while on the Illinois Central and the Pennsylvania roads it was 6 mills. In 1904, it cost to move coal on the Monongahela river, 1.8 mills per ton per mile; on the Ohio, from Pittsburg to Louisville, .76 of one mill; and on the Ohio and Mississippi, from Louisville to New Orleans, .67 of one mill per mile. In 1905, it cost to move more than 44,000,000 on an average of 1835 miles through the Sault Ste Marie canal and the great lakes, .85 of one mill per ton per mile. The average water rate is less than 1 mill per ton per mile, and the average rate by rail, nearly 8 mills, but, in order to be extremely conservative, and because it is impossible, to procure complete statistics of rates on all our waterways, I have adopted the ratio of one to six as the proper basis for comparison of water and rail rates.

The Interstate Commerce commission estimates that during 1904, the railroads of the Union moved 1,309,899,165 tons of freight, but no estimate of the distance hauled is given. If we assume that it was an average of 100 miles, which seems reasonable, the total freight charges amounted to $1,020,701,148.70. Now, if this immense volume of freight could have moved on the water or at water rates, it would have cost only one-sixth as much, equal to $170,116,858, or a saving to the American people of about $850,000,000 in one year. These figures are so large as to stagger credulity, but there is no doubt about their relative correctness and they present an irresistible argument in favor of waterway improvement.

Should Improve Waterways.

I do not contend that all the freight in our great country can be carried by water, or that it is even desirable for all of it to move by water. There are some communities that have no waterways susceptible of being made navigable at a reasonable cost and there is a tremendous volume of passenger traffic, high class freights, and perishable commodities which should move preferably by rail. But I do not contend that we are warranted by every principle of common sense and sound business judgment to improve our waterways as thoroughly as possible, so that the vast majority of our people can receive the benefit of cheap water rates—six times as cheap as rates by rail. At the present time, only a very small percentage of the people get these rates, because navigation is imperfect on the best of our rivers and impossible much of the time on the average river.

If our congress could be mauced to adopt the broad and liberal waterway policy carried out during the last century by France and Germany in improving all their rivers and connecting them by canals, so that there is practicable water communication at all times between all parts of those countries, there are very few places in the union which would not derive the greatest benefit.

Let us change the present niggardly policy of internal improvement, which has given us for all our waterways, all our harbors, our lakes, our rivers and our canals, an average of less than $20,000,000 a year for the last ten years—less than ½ per cent of the total expenditures of government, which have averaged $112,000,000 a year for ten years. Let us place river and harbor bills on a par with other great appropriations of congress, and when we give to the army and navy, fortifications and pensions, war and its rewards, over $250,000,000 a year—over 40 per cent of the whole. Let us give our waterways, vital to our commerce, more than 2 per cent. That pitiful sum is wholly inadequate to the task. The river and harbor projects now pending before congress, with the approval of the engineering department, will cost over $500,000,000 and the list is growing more rapidly than appropriations are made. We cannot improve our waterways properly on $20,000,000 a year in this great republic of 80,000,000 people. It is a physical impossibility. Think of it! That is only 25 cents a head. Surely we can afford to make it 50 cents a head when, as has been shown, the investment of this dollar will pay each year in reduced freights from 100 to 200 per cent, of which every one of our citizens—every consumer and every producer in the land—will reap the benefit.

Surely, when we are giving to war and its rewards $250,000,000 a year—$2.50 a year for every man, woman and child in the country—we can afford to do much better than 25 cents for our splendid commerce, which makes us the greatest commercial nation of the world, and annually pours into our laps a trade balance in our favor of $500,000,000.

Following the address of Representative Ransdell, C. L. Irvine of St. Louis made an earnest talk on the matter of river rate transportation. Upon the authority of the Manufacturers' association of St. Louis, Mr. Irvine offered a resolution appealing to the states to work for the organization of a bureau of publicity that may carry on a campaign of education and to provide a permanent guardian of the rivers of the country as a means of increased transportation and of securing cheaper freight rates. The further discussion of the subject of river improvements was postponed until Thursday morning.

Vandiver on Insurance.

W. D. Vandiver, superintendent of insurance of Missouri, then delivered an address on "The Business of Insurance from a Western Standpoint." He said in part:

The supreme court of the United States, through a long line of decisions, has fully established the proposition that insurance is not interstate commerce and hence can-

(Continued on Third Page.)

LABOR APPEALS FOR ISLANDERS

American Federation Will Ask President to Study Conditions in Porto Rico.

MINNEAPOLIS, Nov. 21.—President Gompers of the American Federation of Labor was today instructed to send a cablegram in the name of the federation to President Roosevelt at Porto Rico asking him to investigate conditions on the island with a view to giving the islanders self-government and better labor conditions on the island. Mr. Gompers dictated the cablegram and sent it forthwith.

The text of the message follows:

President Roosevelt, San Juan, Porto Rico: American Federation of Labor convention urges you give consideration, however briefly, while in Porto Rico to its workers' aspirations for improved conditions, local self-government and American citizenship.

(Signed.) SAMUEL GOMPERS.

The committee on President Gompers' address finished its report early today. This committee disposed of several resolutions which had been referred to it, among them one directing the tabulation and publication of the work of various labor organizations during the political campaign, and to suggest what is the best course for such organizations in future campaigns.

The committee recommended the resolution for adoption and that action was taken.

The action of the American Federation of Labor in condemning Judge Smith McPherson of the United States court for his action against striking machinists of the Santa Fe railroad was sustained by the committee and that was also adopted by the convention.

The resolution demanding that congress recognize the people of Porto Rico as American citizens and that they be vested with all rights as such was passed, as was the sympathy of organized labor for them in their struggle for better conditions.

An exciting incident developed when Delegate A. Johnston of the Chicago Woodworkers denounced the action of the executive committee and the grievance committee in favoring the amalgamation of the woodworkers with the carpenters and asserted that during the last year in Chicago he had been forced to carry a gun and a blackjack to protect himself from the assaults of thug members of the Carpenters' union.

"We will amalgamate with the carpenters," he shouted "but we will never forget the cowardice of the executive council in their treatment of our case."

After a warm debate the convention of the American Federation of Labor this afternoon referred to the executive committee the question of levying an assessment against the federation in favor of the striking structural iron workers of the country.

The old fight of the plumbers and steamfitters was settled by the convention voting that a separate charter be given the steamfitters.

It is thought final adjournment will take place Saturday noon.

WIND AND SNOW IN CHICAGO

Gale Does Considerable Damage to Property and Several Persons Are Injured.

CHICAGO, Nov. 21.—Much damage was done in Chicago and suburbs today by a severe rain, snow and wind storm. In the business section of the city a number of signs were blown down and several pedestrians sustained slight injuries. The chimney of a building at 128 Clark street was sent crashing through a skylight covering the kitchen of a restaurant next door. The room was filled with waiters, who fled in wild panic into the dining room. The patrons of the restaurant, seeing the waiters in full flight, became panic-stricken in turn, and all fled into the street, several people being severely bruised in the crush.

The official figure given for the velocity of the gale was fifty-eight miles an hour, but in the outlying districts the wind attained a speed considerably greater. On all sides of the city barns and sheds were unroofed and many of them blown down. In parts of South Chicago the gale blew fences across the street faster than the police force and firemen could clear them away.

At Eighty-fourth street and Eighth avenue a newly completed frame building, in which a number of men were working, was blown down and the men were all imprisoned in the debris. They were extricated by firemen and all escaped with slight injuries.

The damage to trees and shrubbery in the parks and suburbs was heavy, and shade trees in all sections of the city were leveled with the ground. The gale was preceded by a heavy fall of rain, 1.14 inches falling within three hours. During the greater part of the afternoon the wind blew at fifty-five miles an hour, but later sank to thirty-six miles an hour, and was getting colder.

WOMEN DENOUNCE MOTHER

Two Daughters in New York Say Mother is Guilty of Murder.

NEW YORK, Nov. 21.—The spectacle of two women denouncing as a murderess the woman who brought them into the world, but whom they refused to call "mother," was witnessed in the office of the district attorney today. The women are Mrs. Wilhelmina Ihrig of this city and Mrs. Marie Schoch. The mother whom they accused is Mrs. Wilhelmina Eckhardt, who was arrested yesterday on a charge of having performed an illegal operation.

Both Mrs. Ihrig and Mrs. Schoch asserted that they did not wish to be known as the daughters of Mrs. Eckhardt, who, they said, is not worthy to bear the name "mother."

Both declared they had seen Mrs. Eckhardt kill hour-old infants and dispose of the bodies by burning them in her kitchen stove. They said also that they had seen Mrs. Eckhardt perform criminal operations upon women in her East Ninety-third street home, and Mrs. Ihrig declared that her mother had quarreled with her because she refused to assist in burning the bodies of babies.

Mrs. Schoch told the district attorney that when she was three days old her mother wrapped her in a bundle of rags and cast her into the street. She was rescued by her grandmother, who reared her.

FATAL WRECK ON SANTA FE

Trains Collide in Colorado When One Engineer Cannot Control the Air Brakes.

HILTON, Colo., Nov. 21.—Santa Fe passenger trains No. 5 westbound and No. 6 eastbound collided head-on here today. Fireman Kerr was killed, two passengers, names not given, were probably fatally injured and several other persons were shaken up severely. Both locomotives and the mail car of the eastbound train were demolished. The engineer of No. 5 was unable to control the airbraker.

HERMAN KOUNTZE IS DEAD

Pioneer and Leader in Omaha Commercial Life Dies in New York.

BODY WILL BE BROUGHT TO THIS CITY

Only His Devoted Wife is with Him When Death, Unexpected Despite Long Illness, Occurs.

Herman Kountze, aged 73, a pioneer and one of the wealthiest men of Omaha, died suddenly at 9 o'clock Tuesday night at Watkins Glen, N. Y., where he had gone about two months ago for his health. He had been sick for nearly two years, but his death was unexpected, and only his wife was present at his bedside. Mr. Kountze was president of the First National bank, a member of the firm of Kountze Bros. of New York and Denver, and one of the largest owners of real estate in Omaha.

A telegram was received by Charles T. Kountze, assistant cashier of the First National bank and a son of Mr. Kountze, from Augustus F. Kountze, another son, who is manager of the New York house, stating that Mr. Kountze had died suddenly at Watkins Glen and that he had left for that place and would bring the body to Omaha in company with Mrs. Kountze. Further particulars as to the cause of the sudden death of the eminent financier have not been received by any members of the family in Omaha, but it is believed that death was due from ailments incident to old age.

Mrs. Kountze went to Watkins Glen last fall, engaged a suite of rooms at the Glen Springs and was soon followed by her husband, who intended to take the treatment at the hotel for a few months and then go to Hampton Terrace, a southern winter resort, to spend the remainder of the winter. Mrs. John T. Stewart of Omaha, a daughter of Mr. Kountze, spent some time at the Glen with her father and mother and returned to Omaha last Thursday. At that time Mr. Kountze was greatly improved, so her presence was no longer needed.

Hardening of Arteries.

For several years Mr. Kountze had been troubled with a hardening of the walls of the arteries and his death can probably be traced to this affection.

Herman Kountze was one of a family of five sons and five daughters of Christian Kountze, who emigrated to this country from Saxony when a youth and settled at Osnaburg, O., and was engaged in mercantile pursuits in that city until his death. Herman and Augustus Kountze, who have been associated together in nearly all the business affairs of the firm, received their early training in their father's store at Osnaburg, and most thorough training it was.

The elder brother, Augustus, came to Omaha first and being impressed with the opportunities of the country was followed by Herman in the fall of 1856, when the two brothers acquired considerable land at various Missouri river towns, none of which proved a profitable investment, however, except that at Omaha. In 1857 they established the banking firm of Kountze Bros., just after the great panic of that year, and erected a small story and a half frame structure at the corner of Twelfth and Farnam streets, where the Nebraska National bank now stands. On the windows of this unpretentious structure were the signs: "Gold dust and government vouchers bought and sold."

A few years later the business of the firm warranted its occupying more commodious quarters and a larger building was erected on the corner of Thirteenth and Farnam streets, the present site of the First National bank. In 1888 this building was torn down and the present magnificent structure erected.

Change in the Firm.

The firm of Kountze Bros. went out of existence in Omaha when the First National bank was organized August 26, 1863, with Edward Creighton as president and Herman Kountze cashier. Upon the death of Mr. Creighton in 1874 Mr. Kountze was elected president, which position he occupied at the time of his death.

With the assistance of Luther and Augustus Kountze the firm of Kountze Bros. was established in New York and has grown to be one of the most potential factors in the financial world. The business handled by the New York branch increased so rapidly and to such an extent that in 1872 it became necessary for Augustus Kountze to leave Omaha and assume personal direction of the affairs of the New York concern. Two sons of Herman Kountze—Augustus F. and Herman D.—are employed in this bank.

In addition to his many other financial interests Mr. Kountze organized a bank at Denver in 1862. He was the owner of a great portion of the choice residence realty of Omaha, having bought a tract of 160 acres, now known as the Kountze addition. In the northern part of the city. He was also interested in railroads, being one of the original owners of the Omaha & Northwestern, which is now a part of the Chicago, Minneapolis, St. Paul & Omaha road. He owns many shares of stock of the Union Stock Yards company of South Omaha and also large tracts of land in Iowa, Minnesota and Texas.

Marriage and Family.

Mr. Kountze married Elizabeth Davis of Omaha on May 10, 1864, and four sons and two daughters were born of the marriage, all of whom are living. Augustus F. and Herman D. Kountze are in New York and Charles T. Kountze and Luther L. Kountze are assistant cashiers at the First National bank and reside in Omaha. One of the daughters, Mrs. Meredith Nicholson, wife of the famous author, resides at Indianapolis and the other daughter, Mrs. John T. Stewart, lives in Omaha. The former Mrs. Kountze died many years ago and Mr. Kountze married Mrs. Cotton in 1900.

It is expected the body will arrive here Thursday or Friday and that the funeral will be held at the Kountze Memorial church, which is named in honor of the father of Mr. Kountze and was largely endowed by his sons.

TEXAS NEGRO HANGED LEGALLY

Murderer of Dr. Paul at Center Tried and Executed Within Four Days of His Crime.

CENTER, Tex., Nov. 21.—Dick Garrett, the negro who killed Dr. M. M. Paul here last Saturday, was legally hanged this afternoon. The grand jury returned an indictment yesterday morning, the scaffold was constructed last night on the public square, the trial was held this morning, lasting from 9 to 11 o'clock, and the execution took place at noon.

The troops stationed at the jail to prevent threatened mob violence have all departed and all excitement is now over.

Dr. Paul was killed by Garrett, whom he was endeavoring to arrest for displaying a weapon on the streets Saturday afternoon.

NEBRASKA WEATHER FORECAST

Generally Fair Thursday and Friday.

Temperature at Omaha Yesterday:

Hour.	Deg.	Hour.	Deg.
5 a. m.	23	1 p. m.	33
6 a. m.	23	2 p. m.	36
7 a. m.	23	3 p. m.	36
8 a. m.	24	4 p. m.	39
9 a. m.	24	5 p. m.	38
10 a. m.	25	6 p. m.	35
11 a. m.	27	7 p. m.	32
12 m.	27	8 p. m.	31
		9 p. m.	30

GRANGE TO MEET IN HARTFORD

Next Annual Convention of National Body Will Be Held in Nutmeg State.

DENVER, Nov. 21.—The National Grange voted today to hold its forty-first annual convention at Hartford, Conn.

The transportation committee's report, which was adopted, besides endorsing the new rate bill urges that the farmers stand together in fostering waterways from the distribution of their products as a means to cheapen transportation. The report expresses the belief that much can yet be done in the matter of regulating the railroads and forcing them to stop discriminating and give more reasonable rates.

Resolutions presented by State Master F. A. Derthick of Ohio, demanding that railroads erect gates at all rural crossings and place flagmen in addition to the more important intersections with public highways, were unanimously adopted. These resolutions also demand legislation which would compel railroads to pay damages to the heirs of all people killed by trains.

A resolution was adopted opposing the recommendation of the postmaster general that the rate on second-class matter be increased from 1 cent per pound to 4 or 5 cents, and the executive committee of the National Grange was instructed to attend the sessions of the joint committee of congress, to be held on November 26, and inform the congressmen of the unalterable opposition of the body to the proposed change.

Another resolution favoring generous appropriations by the federal government for the improvement of public highways was adopted. This resolution also favored the publication and dissemination by federal and state agricultural departments of information upon road building and maintenance.

BIG IRON ORE MELON IS CUT

Property to Be Distributed Pro Rata Annually Among Great Northern Stockholders.

NEW YORK, Nov. 21.—Details of the long-looked for dividend to Great Northern Railway company stockholders, resulting from the leasing of its ore lands to the United States Steel corporation, were disclosed today in a circular issued at the Great Northern offices.

For every share of Great Northern stock, holders will receive a share of stock of the Lake Superior company, limited, an unincorporated company, in whose name the ore lands have been held. The Lake Superior company, however, is to transfer the ore property to the Messrs. Louis W., James N. and Walter J. Hill, sons of James J. Hill, who will act as trustee of the stock for the shareholders of the Great Northern company.

"The beneficial interest" will consist of 1,500,000 shares, which equals the amount of Great Northern shares. Thus the distribution will be on a share for share basis.

The next profits derived from the ore properties will be distributed at least once annually by the trustees. Some idea of the dividend which Great Northern stockholders will receive may be had from the fact that the United States Steel corporation is to pay the beneficiary 55 cents per ton for all ore mined in the first year, beginning in 1907, with an increase of 2.4 cents per ton a year for an indefinite period. The ore lands are believed to contain not less than 500,000,000 tons of iron.

INCOME OF HARRIMAN LINES

Gross Earnings of Two Roads Are Much Larger Than Last Year.

SAN FRANCISCO, Nov. 21.—For three months of the present fiscal year, consisting of the months of July, August and September, the gross earnings of the Southern Pacific amount to $38,671,714 as against $35,662,778 for the same three months last year. This makes an increase of $3,008,936 for the present year, or a little more than $1,000,000 a month. If this rate is maintained the earnings of the Southern Pacific will easily reach $120,000,000 at the end of the fiscal year.

For three months in the present fiscal year the earnings of the Union Pacific are $1,489,963 greater than for the same three months of last year. If this rate of increase keeps up the earnings of the two Harriman roads will have an increase of $15,000,000 over last year.

MATE TO BLAME FOR WRECK

Imprudent Act of Second Officer of Steamer Dix Caused Loss of Fifty Lives.

SEATTLE, Wash., Nov. 21.—That Mate Dennison, who was one of the fifty or more persons who perished with the sinking of the steamship Dix, was wholly to blame for the loss of the vessel Sunday night is evident from the testimony taken before the United States marine inspectors today. Captain Lermond, master of the Dix, who was among those saved by the steamer Jeanie, testified that he had warned Dennison never to attempt to cross in front of another vessel, but to pass at the steamer's stern.

OKLAHOMA DELEGATES BUSY

Constitutional Convention Starts Work After Members Are Sworn In.

GUTHRIE, Okl., Nov. 21.—The convention which is to draw up a constitution for the new state of Oklahoma was formally organized today when John H. Burford, chief justice of Oklahoma, swore in officers elected yesterday. William H. Murray, the presiding officer, will name his committees tomorrow. The committees will not get down to the business of making fundamental laws for the new state until next week.

Johnstone May Succeed Durand.

WASHINGTON, Nov. 21.—Sir Alan Johnstone, the present minister for Great Britain to Denmark, is being discussed in Washington as a possible successor to Sir Henry Mortimer Durand, the British ambassador, who is soon to retire from the diplomatic service and leave the Washington post vacant.

ECKLES TO BANKERS

Former Comptroller Urges Congress to Provide for Safe Fiscal Policy.

REAFFIRMS FAITH IN H GOLD STANDARD

Wants Note-Issuing Function of National Banks Enlarged by Statutes.

ERA OF WILD CAT ON Y GONE FOREVER

With Disappearance of This Goes Also Silver and Greenback Heresies.

THREE HUNDRED MONEY MEN GATHER

Interesting Session Promised Today When Convention Takes Up Discussion of Asset Currency, Led by Henry W. Yates.

Reaffirming the national faith in the gold standard as the sound basis of monetary and currency issues, its demonstrated stability, urging upon congress and state legislatures the enactment of laws adequatey to safeguard the country's fiscal interests, the importance of such reform as will enlarge the note issuing function of national banks by granting them the right under well conceived and conservative restrictions which will insure safety to the public and guard the banks against misuse of the power given; proclaiming the permanent disappearance of the era of wildcat money as completely as that of the irredeemable greenback and silver heresy—with these utterances as among the most important, James H. Eckles, president of the Commercial National bank of Chicago and comptroller of the currency under President Cleveland, addressed the Nebraska Bankers' association yesterday in its tenth annual convention at the Lyric theater. The convention will close this afternoon. Mr. Eckles was the central figure of the day and his speech was received with profound effect. He dealt at length with the matter of currency reform, pointing out the national needs and the methods which, in his judgment, if pursued, will produce the best results.

Contest Comes This Afternoon.

Omaha is busy entertaining the 300 bankers in attendance at this convention. Much interest is being shown in the deliberations of the convention and the attendance at the two sessions Wednesday was large, not being confined to the bankers. Legislation for the betterment of conditions in the banking world is the chief subject and almost every address on the program touches on one phase or another of it. The fight of the convention, if fight there is to be, will come this forenoon, when a discussion of "Asset Currency" will follow the report of Henry W. Yates, chairman of the committee on national financial legislation. The conflicting ideas on this subject have their ardent champions.

While here Mr. Eckles was entertained at the Omaha club, being the guest of President Luther Drake of the Merchants National bank and Senator Millard. Mr. Eckles said he accepted the invitation to speak at this convention because it seemed to him that both time and place were opportune for a discussion of the question of a reform of the currency system.

No Doubt of Gold Standard.

"I think I am quite within the bounds of truth when I say that there nowhere exists serious differences as to the economic wisdom and soundness of maintaining as the fundamental basis for our monetary and currency issues the gold standard of value," said Mr. Eckles. "It is immaterial so far as the present is concerned by what process of reasoning those who opposed such a standard have brought themselves to accept it; the important fact is that it is accepted and the error of the doctrines and theories with which it was opposed has been cast aside and buried in the grave with the hundreds of other economic heresies which have from time to time been set up in opposition to the immutable and unvarying laws of trade and commerce.

"The elimination of this fruitful source of bitter discussion, personal recrimination and party fury has carried with it the destroying element of political bias and partisan desire from all that which affects the treatment of monetary and banking problems in the United States, and we can approach their solution upon the sounder basis of merit, historic accuracy, scientific truth and economic fact.

"The currency question ought never to be a partisan political one, and now least of all, for the differences between contending political hosts in the arena of public affairs turn on other things which appeal more to partisan imagination and partisan cupidity."

Still Young and Great.

Mr. Eckles still possesses that fresh, youthful appearance which makes him look more like a man of 38 than one of 48 years and not the one who would be picked as head of one of the biggest banking institutions of the country and of the greatest thinkers of finance in the world. His presence at the convention was the source of great interest.

The first consideration of the convention was a sad one. After prayer had been offered by Dean Beecher of Trinity cathedral, Henry W. Yates announced the death of Herman Kountze, and this threw a temporary gloom over the gathering of bankers, for many of them had not heard of the death. Alfred Millard paid a high tribute to the character of Mr. Kountze and requested the appointment of a committee to draft memorial resolutions. The committee was appointed to consist of Senator J. H. Millard, Luther Drake, H. W. Yates, V. B. Caldwell, J. T. Tromery of Pawnee City, Frank McGiverin of Fremont, P. L. Hall of Lincoln and A. L. Clarke of Hastings.

Senator Millard welcomed the visiting bankers in a short address, in which he noted the rapid growth of wealth in Nebraska since the dark days of 1893, when land and every commodity was a drug on the market. He congratulated the bankers that their paths are now leading through such pleasant places.

S. H. Burnham Responds.

S. H. Burnham, president of the First National bank, Lincoln, responded to Senator Millard. He, too, referred to the panic days and explained in a humorous way why six years in the 90's had passed without a convention being held by the association. "They were discussing 16 to 1 and the pops had elected a legislature," he said. "Banks and bankers were at a discount; it was thought a disgrace to be seen with a banker. If one of two of us wanted to talk things over we sneaked out after night and did it. No conventions for us then. Yet I realize that those six years were a most valuable asset in the banker' experience.

The secretary's report showed a total membership of 677 out of 780 banks in the