

Redfern Whalebone Corsets

A beautiful model made of novelty cloth, satiny broche, trimmed with wide embroidered insertion, edged with Val. lace and woven with satin ribbon.

High bust, with an extremely long skirt—the back fully 7 1/2 inches longer than the front, and cut square to entirely enclose the figure. Boned with the patent Arctic Whalebone, which molds into the form without losing its power to shape. All metal parts of the supporters, clasps and eyelets of corset are guaranteed rust-proof. The whalebone is rounded and celluloid tipped to prevent its puncturing through the fabric. The Hosi Supporters are the famous Security Rubber Button make, of wide silk elastic. Model 3636, price \$10.00.

THOMPSON BELDEN & CO.

Dept. 7-22-08.

MONNETT GIVES HIS STORY

Joins Bryan Special and Tells Who Accused Haskell.

CHARLES B. SQUIRE IS THE MAN

Number of Others Implicated, but Governor Only Sought to Clear Himself — Bryan in Columbus.

COLUMBUS, O., Sept. 23.—"If I charged Governor Charles N. Haskell wrongfully, it was because Charles B. Squire gave me his name," Frank S. Monnett, former attorney general of Ohio today made this statement on the private car of William J. Bryan, enroute from Prospect, O., to Columbus. Mr. Monnett declared, however, that he could not exonerate Governor Haskell from the charges that had been made, that he was a party to the \$500,000 bribe fund of the Standard Oil Company, nor could he condemn him.

"All that I have against Governor Haskell," he said, "is hearsay evidence, and I have suggested that if the case were presented to a grand jury it would be shown whether Governor Haskell had been wrongfully accused."

Mr. Monnett declared he had not made speeches in Oklahoma, exonerating Governor Haskell, but that in fairness to the governor, he had stated the facts as they were, and said that if the charges were proved, he would return to Oklahoma at his own expense and denounce him.

Haskell Asked to Appear.

In justice to Governor Haskell, Mr. Monnett stated that the governor had repeatedly asked him to appear before the grand jury and had been subpoenaed to appear before the examiner who was taking testimony in the Standard Oil hearing, but that he did not so appear because the court had ordered the quashing of the testimony.

"I threatened to arrest Mr. Squire if he did not give me the names of the parties to the bribery proposition, whereupon he mentioned Frank Rockefeller, Fred S. Squires and Charles N. Haskell of New York."

Mr. Monnett said further that Governor Haskell "telephoned, wired and wrote," seeking an opportunity to exonerate himself, and that Governor Haskell was the only one of the three men who did, "He said at that time," Mr. Monnett said, "that there was a W. C. Haskell, 'who trained with the bunch,' to use his own words, and he at that time held some public office in Washington. That was the first intimation I had received that there might be a mistake in the Haskell alleged to have figured in the case."

The method of payment of the bribe, said Mr. Monnett, was that he should be furnished with the key to a safe deposit vault where the \$500,000 was to be deposited and he was to go to the bank and get the key and then let it remain in the deposit box until he retired from office or until he got ready to take the money out. Finding that he was about to be arrested for offering the bribe, Mr. Monnett said that Squire disappeared to New York, and that, despite his efforts, Squire had not been indicted.

Mr. W. E. Davis, formerly with Geo. Pray & Co., has accepted a position with Benson & Thorne Co., in the young men's and boys' furnishing goods, hats and clothing departments.

SPAN OF BRIDGE GIVES WAY

Baltimore & Ohio Freight Drops Into Susquehanna River.

WORKMEN BARELY MISS DEATH

Only Six Cars Remain on Track—Fifty Hurt on Suburban Car Crash Near Philadelphia.

HAYRE DE GRACE, Md., Sept. 23.—Through the collapse of a span of a bridge 60 feet of the Baltimore & Ohio railroad bridge over the Susquehanna river at this point this morning, twelve loaded coal cars of a north-bound freight train were carried down and the span totally demolished. William Wilson of Hayre De Grace, a watchman, went down with the wreckage and received injuries which may prove fatal. There were no other casualties. The bridge, which was erected in the early '80s, was being rebuilt and double-tracked. The accident occurred about 6 o'clock. With a several making investigation, more fell into the river, completely choking the eastern channel. Two hours later the section that went down would have been swarming with workmen, engaged in putting up the great steel beams and girders which enter into its construction. No train could have crossed the railroad or bridge people as to the cause of the accident. There are reports current that the bridge was tampered with and that dynamite had been concealed in different parts of the structure during the past few weeks. Baltimore & Ohio officials are on the scene making investigation. Arrangements were made to run trains over the Pennsylvania company's tracks between Wilmington and Hayre De Grace. According to the bridge officials' estimate, the damage will reach \$600,000, exclusive of the loss to cars and freight. The span which fell was part of a structure pronounced by experts to be among the strongest of its kind in the world. The bridge covers about 7,000 feet, stands 100 feet high and is being built of solid concrete and steel.

MANY HURT IN TROLLEY CRASH

Fifty Injured in Smashup on Traction Line Near Philadelphia.

PHILADELPHIA, Sept. 23.—Fog was responsible today for a head-on collision between two cars on the Southwestern Traction company's line between this city and Chester, in which about fifty persons were injured, several probably fatally. A car leaving Philadelphia with workmen employed by the Baldwin Locomotive company at its out-of-town plant and known as the "Baldwin tripper," was speeding along the single track, with seventy-two men on board when suddenly a trolley car from Chester loomed up in the fog. Before brakes could be applied there was an awful crash. Men were hurled in every direction and both cars were wrecked. Among the most seriously hurt were: Edward Smith, leg cut off and shock; may die. William Muller, ribs crushed in; may die. Philip Hamagan, ribs crushed in; may die. George A. Caffrey, ribs crushed in; may die. Harry Potter, ribs crushed in; may die. N. Postel, all hurt internally. Hirman Neill and John P. Chambers, broken legs.

In addition a score or more are in various hospitals with broken arms and other injuries. Most of them are suffering from slight cuts.

The Baldwin tripper had waited on the siding for the regular Philadelphia-bound car to pass and then proceeded toward the Baldwin works, the crew unaware that an oncoming trolley was on the same track. As a heavy fog prevailed, a collision was inevitable.

PIANO PRACTICE FOR CHILDREN'S BALL

Will Be Saturday Night.

Everything is practically in readiness for the children's ball which is to be given as a grand finale of the Ak-Sar-Ben festival, and but one more rehearsal will be held. The rehearsal at the Den, Saturday, will be just the same in every respect as originally planned with the exception that it will not be a dress rehearsal. The dressing rooms at the Den will be available on Saturday, so the management has decided inasmuch as it is inconvenient for a great number of the children to dress at home and go to the Den in their costumes and also on account of the danger of soiling the costumes, that this rehearsal will be the same as those which have been held at the Auditorium.

This is the final rehearsal before the ball; there will be no rehearsals next week. The throne, the pumpkin coach, the mysterious rose, and all other appliances to be used in connection with the children's ball will be ready for next Saturday's rehearsal.

FAMOUS TROOPS MARCH FOR KING

Ak-Sar-Ben Tuesday.

The Board of Governors of Ak-Sar-Ben has prospects of securing the entire regiment of the Second United States Cavalry from Fort Des Moines for the big daylight parade next Tuesday. A request has already been made for the regiment, and the War department has signified its willingness to grant the request if approved by General Morton, the commander of the Department of the Missouri. As General Morton is intensely loyal to Omaha there seems little doubt but he will give his approval to the plan.

The second cavalry regiment of the most famous regiments of the regular army and was for many years engaged in the war against the Indians throughout the west, as well as serving throughout the civil war.

OUTPUT OF PACKING HOUSES

Dry Weather is Hurrying Up Marketing of Hogs in a Considerable Degree.

CINCINNATI, O., Sept. 23.—(Special Telegram)—Price Current says: Dry weather conditions have some influence in enlarging the movement of hogs to market the last week. Total western packing was 10,000 head compared with 10,000 head the preceding week and 35,000 head last year. Since March 1 the total is 14,900,000 against 14,786,000 a year ago. Prominent places compare as follows:

Chicago	1,800,000	2,310,000
Kansas City	1,250,000	1,350,000
St. Louis	1,100,000	1,280,000
St. Joseph	445,000	180,000
Indianapolis	1,200,000	1,200,000
Minneapolis	700,000	620,000
Cincinnati	340,000	320,000
Ottawa	280,000	280,000
Omaha	280,000	302,000
St. Paul	430,000	420,000
Cleveland	300,000	370,000

Benson & Thorne Company

FALL OPENING

THURSDAY, FRIDAY and SATURDAY

September 24th to 26th, Inclusive

A Demonstration

—OF—

This Store's Pre-eminent Position in all lines of

JUVENILE WEAR

Accompanied by an Aggressive Campaign of Price Making

BENSON & THORNE CO.

1515-1517 DOUGLAS STREET

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TAFT BEGINS WESTERN TRIP

(Continued from First Page.)

ferred a severe financial loss to his business. They sued for damages and the case was tried before a jury. The jury returned a verdict for \$2,500.

Secondary Boycott Unlawful.

"Now, gentlemen, in that case I held and decided with two colleagues, that a secondary boycott was unlawful injury and that whether it was perpetrated by laboring men or otherwise, it was a violation of the law. It is the law today, and my friends, it ought to be the law. I know that this is not the view of Mr. Gompers, but I am glad to know that there is a difference in organized labor upon this question.

The Toledo & Ann Harbor railroad was in dispute with its employees who were members of the Brotherhood of Locomotive Engineers and a strike by the engineers followed. It was understood by the Toledo & Ann Harbor road that the Brotherhood of Engineers on the Lake Shore were going to refuse to haul the cars of the Toledo & Ann Harbor road. Accordingly, the Toledo & Ann Harbor road, through Judge Hicks to enjoin the Lake Shore Railroad company, the Toledo & Ann Harbor road, from refusing to haul Toledo & Ann Harbor cars. He did so in accordance with the interstate commerce law. This Mr. Arthur, the head of the Brotherhood of Locomotive Engineers, complying with a secret order of the Brotherhood of Engineers, forbade the engineers on one hand, members of the order, to haul the cars of another road, and on the other hand, to strike on the latter road, issued a notice to the engineers of the Lake Shore, that the strike on the Toledo & Ann Harbor was approved as required by the rules of the order and that they should proceed to enforce rule 12 of the order. Mr. Arthur should refuse to haul the cars of the Toledo & Ann Harbor railroad. It was a secondary boycott and was a violation of the federal statute which imposed a punishment by fine and imprisonment for such a violation. I required Mr. Arthur to withdraw the telegram which he had issued to his men, and within a very short period I gave him a hearing. Mr. Arthur has promptly complied with my order. The United States circuit judge, Phelan, knew this and was warned by the Brotherhood of Engineers that they would be enjoined from permitting the passage of these amendments without discussion were those, the use of which would have been a violation of the law, and his party a much desired one, an evidence that the people do not care for the protection of the interstate commerce law, when this bill was passed, it is certain that the effect of the amendments was such as to make the law a mockery. The fact, however, did not prevent Mr. Bryan from passing the bill. The certainty that the bill was going to pass after democratic success in November, and the subsequent passage of the bill prostrated all industries and brought about a year of depression in this country as the worst financial disaster it has ever seen.

Who did Mr. Bryan propose as a remedy for this? He urged the farmers of the country, who were grasping and very heavy weight of obligation, and the temptation to voters to ally the honor of the nation, and pay off the obligations by legislative fiat. He professed that unless this was done, wheat would go below 50 cents, and that the condition of the farmer would be such as to make it impossible for him to produce prosperity, the way to do justice was to adopt the free coinage of silver. He in fact, tried to get the voters to ally the honor of the nation, and pay off the obligations by legislative fiat. He professed that unless this was done, wheat would go below 50 cents, and that the condition of the farmer would be such as to make it impossible for him to produce prosperity, the way to do justice was to adopt the free coinage of silver. He in fact, tried to get the voters to ally the honor of the nation, and pay off the obligations by legislative fiat. 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