

Iowa

SENATOR WADE GETS PLUM

Governor Carroll Names Butler County Man on Board of Control.

WILCOX TO QUIT HIS OFFICE

Announces He Will Not Seek a Re-appointment as Pension Agent at Des Moines—Investigating Wreck.

(From a Staff Correspondent.)

DES MOINES, Sept. 25.—(Special Telegram.)—Senator John F. Wade of Butler county was today appointed to the vacancy on the State Board of Control caused by the resignation of John T. Hamilton of Cedar Rapids. He will enter on his duties October 1. Wade is a democrat and represented the Thirty-ninth district, composed of Bremer and Butler counties, for one term in the state senate. He was defeated for re-election by Charles Gates of Greene county. Wade is a brother of Judge Martin J. Wade of Iowa City, ex-congressman of the Second district and national democratic committeeman of Iowa. Senator Wade was born in Vermont and has lived practically all his life on the homestead farm in Butler county near Arislaie, where he is also interested in banks.

W. V. Wilcox, pension agent at the Des Moines office, today announced that he would not ask for reappointment to the position. His term will expire in December. He takes this action for business reasons, being interested in the insurance business here, which demands his attention.

Investigation of Wreck. A prompt investigation will be made by the railroad commission of the wreck between the interurban and street railway cars on the Belt Line bridge, which resulted in the death of Conductor J. W. Kiser and Motorman Peter McCourtly. Secretary Dwight Lewis of the railroad commission was on the ground within a few minutes after the wreck. The two cars came together in a fog in the early morning, but it is claimed that the block signals were at fault. These signals are not the standard block signals, such as used by railroads, but are a contrivance made by the street railway company here, and they failed to work properly. Besides the two dead there were many seriously hurt, the interurban car from Perry being a little higher than the street car and cut the top off the street car just above the floor.

City Details. The position of corporation counsel of Des Moines, made vacant by the resignation of W. H. Bally, was abolished by the city council today. The salary of Robert O. Brennan, city solicitor, has been increased to \$2,000 and Judge J. M. Parsons, formerly of Coon Rapids, Ia., was elected first assistant city solicitor.

Bank clearings in Des Moines for the week ending today were \$48,000 greater than for the same week last year. The Des Moines National bank, which has increased to \$2,000 and Judge J. M. Parsons, formerly of Coon Rapids, Ia., was elected first assistant city solicitor.

NEW PRESIDENT OF MORNINGSIDES. Luther Freeman Made Head of Sioux City Institution.

Sioux City, Sept. 25.—(Special.)—The North-west Iowa annual conference of the Methodist church, now in session in this city, is, by the outlook now, going to make a large number of changes in appointments for the coming year. It is probable that Dr. R. T. Chipperfield of Whitfield church, Sioux City, will be made district superintendent of Algona district, the district in which Esterville is located, and that the present superintendent, A. K. Maynard, will be given Whitfield church, Sioux City. When Luther Freeman was announced as president of Morning Sides college it was greeted with loud cheers by the conference. Bishop Joseph F. Berry of New York for the first time presiding over this conference, has won the heart of every minister. The bishop keeps none of the appointments secret when the minister of a charge seeks an interview with him. He says he believes in keeping it all above board and not having the ministers in suspense. At 1:45 yesterday afternoon President Luther Freeman made an address to the Women's Home Missionary society. At 4 p. m. the Rev. Frank S. Lynch gave his third lecture on "Preparation in Modern Preaching," and at 8 p. m. the Rev. Andrew Gillies of Minneapolis delivered an excellent lecture on "Jean Valjean" to a large and appreciative audience.

Witnesses in Mabray Case. FORT DOUGLASS, Ia., Sept. 25.—(Special Telegram.)—George W. Castle of Britt and A. Thompson have been served with subpoenas by Deputy Marshal Phelps of this city to appear as witnesses at Omaha next week in the grand jury inquiry into the Mabray case. Castle is involved as a loser to the alleged swindlers to the extent of \$10,000 and Thompson \$4,000.

Iowa Class Officers. IOWA CITY, Ia., Sept. 25.—(Special.)—Using the Austin hall system to avoid corruption, the senior class of the College of Liberal Arts in the University of Iowa held an exciting election yesterday. Clifford Powell of Red Oak, Ia., won out in the fight for the presidency, defeating Clyde Robbins of Cedar Rapids by fourteen votes. Other officers elected follow: Catherine Rebe, vice president; George Gunderson, treasurer; Alice Clark

of Burlington, secretary, and Charles Kaufman, class representative.

C. Frederick Lutberger, Jr. of Cedar Rapids was elected president of the senior law class here yesterday. Other officers are: Newell Ormiston, vice president; Miss Imogene Benson of Iowa City, secretary and treasurer; Joe Fee of Centerville and James Leewood of Dubuque, chaplains, and H. H. Harwood of Des Moines, class representative.

SEVERAL FATALITIES IN WRECK OF CARS. Two Men Killed at Des Moines in a Wreck on Interurban Railroad.

DES MOINES, Ia., Sept. 25.—Conductor William Kiser of Des Moines was instantly killed. Motorman Peter McCourtly had both legs cut off and died at the hospital, and a score of passengers were seriously injured when a Perry interurban car crashed into a Highland park street car in the dense fog near the Highland park bridge over the Des Moines river early today.

One street car was following another, both loaded with passengers and headed for the intersection for Perry street when the interurban car passed the switch and the interurban motorman, not knowing that the second was coming, started forward at full speed, only to crash directly into the second car. The complete list of the dead and injured follows.

The killed: WILLIAM L. L. KEISER. PETER C. MCCOURTY. Seriously injured: John Buckley, James Patterson, J. W. Pollock, S. W. Schuler, Walter Evans, L. C. Wilcox, Ed. Johnson, T. A. Garland, A. N. Keener, W. M. Schuler, R. N. Jones, J. M. Cray, H. H. Lewis, John Durr, Edith Lowe, Mary Jackson, M. J. Pesley, Roy Jones, John Gann.

All the victims are residents of Highland park.

Trouble in Iowa City Schools. IOWA CITY, Ia., Sept. 25.—(Special Telegram.)—Because they attended nickelodeons and vaudeville shows, seventy-two pupils, all boys, were indefinitely suspended this morning by Principal H. C. Albright of the high school. Parents threaten to side with the pupils in the mutiny and trouble has been brewing for several days.

Iowa News Notes. LOGAN—Yesterday the case entitled Voss against Iowa Central Railroad Company

Iowa



What is your Age?

ABOUT THE AGE OF 40

Certain changes take place in the eyes and must everyone needs glasses at that age. If it confuses your eyes to read this type, or if it is necessary to hold objects away from your eyes to see them clearly, it is a sure sign that you are suffering from eye trouble. It is your eyes examined and fitted for proper glasses. Thus insuring comfort and avoiding the many eye troubles that are bound to come if your eyes are neglected now. An examination will cost you nothing.

Euteson Optical Co., 213 E. 16th St. OMAHA, Factory on Premises.

was settled by the plaintiff withdrawing his action and each side paying its own costs. DENISON—Dr. Henry Ostrom of Green-astle, Ind., began a series of revival meetings here today. He comes on invitation of Methodist, Baptist, Presbyterian and German Methodist churches. He is accompanied by his singer, Illinois. Together with his wife, the pastor and his wife are planning for a sweeping religious revival.

CEDAR RAPIDS—The program for the sixty-seventh annual session of the Iowa Universalist convention, including the annual meetings of the Young People's Christian union, the Women's Missionary association and the Sunday school Laymen's league, has just been issued. The convention this year will be held here September 25 to 30.

ATLANTIC—Romeo Lawrence, a retail salesman in Atlantic for forty years, died at his home yesterday afternoon at the age of 74. He was a native of New York state. He is survived by his mother, two sisters and one brother, all of Illinois. The funeral will take place Sunday afternoon at 2 o'clock from the Congregational church.

LOGAN—Two German farmers living north of Logan are entitled to special credit for a profitable idea in the bee business. To compensate the farmer for the loss of their own swarms they secured named honey bees from the German government and as a result one has gained four and the other seven swarms of bees since April.

INDIANOLA—Because the Des Moines sweetener preferred a Port Des Moines soldier boy instead of him, John Huffman, an 18-year-old farmer's boy living near Cedar Rapids, became engaged in a cutting strap with the girl's soldier lover. Several games were played on his body after the war. He returned to Indianola he was despondent and the shooting was a sequel to the affair.

CRESTON—The head of the Young Men's Christian association will be in Creston Sunday to assist in launching active work here. All the church members will be filled in the morning by out-of-town speakers and the men's meeting in the afternoon will be held at the church. Arrangements have been made whereby the Cornet will be used each Sunday afternoon for these meetings all winter. In the evening a union meeting will be held at the Methodist church, with line state Secretary J. A. Goodell will speak.

IOWA FALLS—Another big \$10,000 damage suit has been filed against the Sheffield Brick and Tile works. C. H. Stephenson of Des Moines acting as administrator of the estate of M. H. Gillott, filing the claim. Mr. Gillott was operating a "drop neck" when his arm was caught in the machinery and almost pulled out. He died shortly after. The plaintiff alleges the company was negligent in allowing the wheel to remain exposed. Mr. Gillott was well known in Franklin county and was a candidate for county treasurer at the last primary election.

IOWA FALLS—Report comes from Franklin county of the disappearance of J. D. McNeely, a well-to-do farmer living south of Hansell. It is stated that he left his home in the latter part of the week and that nothing has been seen or heard of him since. It seems his work with him about 100 miles west of here from the banks at Hampton and Dumont. When he left home it was supposed he was headed for the state fair at Des Moines. He owns a 300-acre farm fairly well paid for and his business affairs are believed to be in good condition. He has never had any domestic troubles, his friends are at a loss to understand his actions. He left a wife and several children.

NAVAL PAGEANT ON THE HUDSON

(Continued from First Page.)

every available inch of space was used. Motor cars flashed in an unending line from end to end of the Riverside drive, women standing on the seats, men riding on the roofs and the air was blue with the smoke of their passage. The crowds were not content with the roofs, windows, the walks and the drives, they overflowed the railway tracks along the drive and they massed the hillside until the fields, gay with the colors of women's skirts and hats, seemed sewn with daisies and poppies.

Start of Naval Parade. The naval parade, though a little late in starting, due to the collision of the Clermont and the Half Moon, went through substantially as planned, without further accident, and in slightly and nabel order. The torpedo boats, submarines and naval auxiliaries led the way, followed by the Half Moon and the Clermont, revenue cutters, tug boats and lighters, merchantmen, yachts, motor-

boats, pleasure crafts and such a fleet of excursion steamers as has never been seen before.

At a few minutes after 3 o'clock this morning the Clermont was towed from its anchorage in the Mill Van Kull beyond the sheltering lee of Staten Island to the rendezvous. Neither was the Half Moon under tow. The brisk wind straight down the river was a favoring gale for part of the course mapped. Lieutenant Lam of the Royal Dutch navy, in command and impersonating Henry Hudson set his sails and carried away smartly. Suddenly the machinery of the Clermont, then in the lead, balked with most convincing realism. The Half Moon was towed on its way to anchor and had too little sea room to come about. The collision followed. When it was seen that neither ship had been seriously damaged, both picked up way again, but both, this time under tow.

At Reviewing Stand. Once in a shelter of Manhattan island, the Clermont cast off its tug and finished its course to the watergate and the official reviewing stand at 11th street under its own steam, but the little Half Moon, its sails, furled, its seventeenth century poop looming high above shipping of heavier tonnage and its broad orange ensign streaming heavily above it, was content to accept assistance.

At the watergate the exercises culminated with the presentation of the Half Moon to the commission by the Dutch envoys. This ceremony was formal and furnished a picturesque climax as the living shade of Henry Hudson, in velvet and ruff, grasped the hand of the descendant of Robert Fulton. In front of them sat the port-laced, belt-ribbed and frock-coated representatives of nearly a dozen nations, while behind them rolled the river which carried their ancestors to fame. And as they stood there on the left bank, with the afternoon sun streaming down upon them, the thunder of the guns of the warships echoed back from the Jersey hills and far up the river.

Picturoque and Brilliant. The assembly in the reviewing stand was full of picturesque and brilliant internationalism. Beside the somber frock coats of the American and Japanese officials there flashed out the gold dress of the admirals, the red fez of the Turkish minister and the jeweled cap of Wu Ting-fang, the Chinese representative, while sifting through the crowd was a host of attaches in full regalia.

Up a golden path, which the descending sun had laid, came the little Half Moon; behind it the rakish Clermont, with its slender smokestack. Both anchored before the reviewing stand and S. P. Van Wechen, president of the Dutch commission, made the speech of presentation. Then Lieutenant Lam of the Dutch navy, representing Hudson, came ashore and was received with great formality by General Stewart L. Woodford, chairman of the commission, who greeted him as one risen from the grave.

Then the scene shifted and 300 years were covered in as many seconds, for stepping on the float and extending his hand to his fair lady, came the modern Robert Fulton, impersonated by his descendant, Robert Bullock Bridgeport, Conn. A bevy of women and men followed, nearly all dressed in the silks, bonnets and beaver hats of the beginning of the last century.

Explorer and Inventor Meet. Robert Fulton was also greeted with great dignity and much eloquence, a ceremony in Dutch harbor and pleaded loyal support for the remainder of the voyage.

Among those in the reviewing stand were Vice President Sherman, Joseph H. Choate, former Ambassador to Great Britain; Rear Admiral Seaton Schroeder, commanding the American battleships in the Hudson; Admiral Sir Edward Seymour, commanding the British ships; Governor Hughes of New York, Governor J. Franklin Port of New Jersey and a host of foreign representatives.

Night Parade Abandoned. As time wore on the crowd began to disperse to wait for the night parade to display to learn with disappointment later that it would be abandoned. Ships were still coming down stream at sunset and the prospect of further delays, complicated by the confusion of darkness in the lower harbor, was too formidable to face. But more millions flocked to see the illuminations. Battleships that by day had been grey, sullen and menacing, but for the burning that streamed from their masts were transformed by the touch of the electrician's wand into creatures of airy fantasy, incandescent of outline, but seemingly without bulk, and floating on a river of milk. The elevated battery of searchlights, aggregating 2,000,000-candle power, wove symphonies of color above and around the ships, while other batteries played continuously on the white marble of Grant's tomb and the soldiers' and sailors' monument.

Such effects of illumination have never been seen before and their suggestion, as the beams of light crossed, blended and rayed out into the night, created a new sense of modern industrialism, but of pagan mythology.

Crowd Increases at Nightfall. There was no abatement of the swarming throngs. All the household toilers who must bake and cook and wash and tend the babies, while the daylight lasted were released with the coming of night and they poured out from their homes on the east side to swell the unprecedented crowds of the city hall, which the police and the officials of the traction companies agree have never been seen before.

Thirteen thousand incandescent lamps transformed the Brooklyn bridge into a great aerial pathway of flame and the mighty span formed one of the most attractive spectacles of the night celebration. The city hall was illuminated with 3,500 electric bulbs and all the newspaper and office buildings were decorated with bunting, flags and electric lamps.

By 11 o'clock the lights were out and the Riverside drive, torn by tramping feet and littered with luncheon baskets and newspapers, looked more like a battlefield than a city park.

THREE SCORE FIGHTING SHIPS. Greatest Army of War Vessels Ever Seen This Side of Atlantic.

NEW YORK, Sept. 25.—With more than thirty score of the pickiest fighting vessels of nations swinging at anchor in the Hudson river awaiting the coming of the Clermont and the Half Moon, eighteenth century warships that have probably never been seen in American waters. Riding in the river, between Forty-fourth street and Spuyten Duyvil, besides the fifty vessels of the United States Atlantic fleet under Rear Admiral Seaton Schroeder, the foreign navies are represented by sixteen fighting craft in all. Great Britain has four, Germany has four also. France has two, Italy has two. Mexico has one, Argentina has one and Cuba has one.

Their massive hulls tugging lazily at their anchorages represent the highest development in construction from the great hulks of the Clyde and the best efforts of the German naval constructors. The trimmest ships of France, the pick of the fleet of Italy, are most impressive embassies from the old world to the new.

Swift cruisers with triple expansion engines and long rakish lines like greyhounds from the ocean; massive battleships mounted on turrets to the fighting tops with batteries of the highest type, swift torpedo boats and torpedo boat destroyers, wonderful submarines—every type of fighting ship known to the United States and eight other navies, four of them world-powers, are in the impressive assembly.

The United States Atlantic fleet under command of Rear Admiral Seaton Schroeder is represented by the battleships Connecticut, 10,000 tons, flagship; Vermont, 10,000 tons; Louisiana, 10,000 tons; Minnesota, 10,000 tons; New Hampshire, 10,000 tons; Mississippi, 12,000 tons; Idaho, 12,000 tons; Nebraska, 14,500 tons; New Jersey, 14,500 tons; Rhode Island, 14,500 tons; Virginia, 14,500 tons; Missouri, 12,500 tons; Ohio, 12,400 tons. The armored cruisers North Carolina, 14,500 tons, speed 22.48 knots; New York, 12,000 tons; Montana, 14,500 tons, speed 22 knots; the scout cruisers Chester, Birmingham and Salem, 3,750 tons, 22 knots, and a fleet of five submarines and twenty-four destroyers, torpedo boats and other auxiliaries.

Rear Admiral Seaton Schroeder is out-ranked by both Admiral von Koester of the German imperial navy and Admiral Sir Edward Seymour of the British royal navy. A movement to petition the president to place Admiral Dewey in command was promptly halted by Admiral Dewey himself, who said that he had health and age would not permit him to undertake such a duty of full-dress duty and commanding. The appointments of Admiral Seymour to these waters is regarded as another evidence of King Edward's tact. Admiral Seymour was in command of the British fleet in Manila Bay on the day when Commodore George Dewey annihilated the Spanish fleet, and the rebuilder of the British royal navy. His movement to petition the president to place Admiral Dewey in command was promptly halted by Admiral Dewey himself, who said that he had health and age would not permit him to undertake such a duty of full-dress duty and commanding. 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