

MANY DEVICES FOR CHEATING

Government Plays Its Trump Card in Prosecution of Sugar Officials.

OLIVER SPITZER IS CALLED
Man Convicted Last February Pardoned by President.

FRAUDS COMMENCED IN 1894
Bag of Lead First Used to Manipulate Scales.

TWO KINDS OF SPRING
Witness Paid Wages to D. Weighers with Money For Him by Mr. Gerbracht, of the Defendants.

NEW YORK, May 23.—The truth in the prosecution of Charles H. Secretary of the American Sugar Refining Company, was played at the opening of the trial today when Prosecutor Stinson called as the government's first witness Oliver Spitzer, superintendent of the Williamsburg docks who some months ago was convicted of underweighing and sentenced to two years in the federal penitentiary at Atlanta.

When Spitzer took the stand, John B. Stanfield for the defense claimed that under the federal statute Spitzer, as a convicted man, could not testify.

The sensation of the trial was then created by the declaration in court that Spitzer had been pardoned by President Taft.

Helke is on trial in the United States circuit court, with five former employees of the American Sugar Refining Company, on the charge of conspiring to defraud the government by underweighing cargoes of sugar imported from the West Indies.

The four checkers—Boyle, Corla, Kehoe and Hennessey—were sent to the Blackwell Island penitentiary for a year. Spitzer got two years in Atlanta. He protested ignorance of frauds on the docks.

Men "higher up" were sought, and Helke, the secretary of the trust, and Spitzer, Gerbracht, the refinery superintendent, were indicted. With them on trial now, besides four other former company checkers, is James E. Bendernagel, the refinery cashier, who was tried with Spitzer and the others. The jury disagreed as to whether Bendernagel had a part in the conspiracy, and it was decided to retry him.

Bag of Lead First Deviced.
As Spitzer testified to the underweighing frauds on the docks it was developed that President Taft granted him an unconditional pardon on May 13.

Spitzer went to the docks in 1894 and 1895, when, he said, an investigation had made developed the fact that the checkers were affecting the weights on raw sugar by placing small bags of lead on the beams of the scales, causing the recorded weights to drop below the actual, often as much as forty pounds on each draft.

In addition, Spitzer said it was also the practice to stuff paper underneath the floors of the scales for the same purpose. He said that when Deputy Surveyor of Customs Neil took office, these devices were abandoned and the use of the steel spring was begun and continued.

Spitzer demonstrated in court the use of the bags of lead. He walked over to the sample scale, which is one of the government's exhibits in the case, and indicated on the beam the place where the bag was suspended. Testifying regarding the use of the wire spring, which superseded the bag of lead, Spitzer said that two styles of springs were used, a heavy one first and then a spring considerably lighter in weight.

Spitzer's testimony regarding the weight-losing device of the newspapers underneath the scales was a new development. Helke listened to Spitzer's testimony with tense interest.

Spitzer talked freely about the frauds, by which the government was robbed of millions of dollars. The witness said when he wanted to raise any of the checkers' wages he was obliged to put the matter before Bendernagel and Gerbracht. The government weighers were favorites, over those of the city weighers in the matter of wages. He said every effort possible was made to conceal this from the other workers on the dock.

Frauds Stopped by Telephone.
Spitzer said that in the fall of 1908 he received a telephone message which caused a letting up in the frauds. He said he did not know who sent the message, which warned him to be careful of the wire spring as the government was watching the docks.

Spitzer said that following the raid in November, 1907, by the government he was informed by Mr. Gerbracht that the weighers and himself would be taken care of, "when the six weighers were discharged, what happened?"

"I paid them the same wages every week at my home," replied Mr. Spitzer, who said the money was given him each week by Mr. Gerbracht who left it in a package at his house.

Brokers Secure Duplicate Loans on Grain Receipts

Albany and Chicago Grain Firm in Financial Tangle Which Promises Sensation.

ALBANY, N. Y., May 23.—Through the alleged manipulation of warehouse receipts, the firm of Durant & Elmore, grain merchants with offices in Albany, Chicago, Buffalo and Boston, has become involved in a financial tangle, which promises sensational developments. The National Commercial bank of Albany holds the company's paper for \$200,000; the First National bank has \$77,300 and many thousands more are said to have been secured from out of town institutions.

According to a statement by Vice President James H. Perkins of the National Commercial bank, the company is "hopelessly involved." "We are informed," said Mr. Perkins, "that eight or nine banks hold the firm's paper, besides grain commission brokers with whom the firm has dealt and a number of individuals."

The exact condition of the firm's affairs is not known, but an examination is being made by Gibson Oliver, treasurer of the company, has charge of affairs at its Albany office, according to members of the firm, but no statement from him about the situation is forthcoming. Edwin Moore, who was summoned from Chicago, is assisting in the examination.

The scheme by which the money is alleged to have been secured was a simple one. As soon as a car load of grain was shipped from Chicago for the local firm, the manager received a warehouse receipt. This was in the regular course of business. Later on the warehouse receipts are said to have been so manipulated as to make possible the heavy loans from the banks on the bills as security.

The man whose duty is said to have been to take up the warehouse receipts when the grain was actually delivered by the railroad company, it is alleged, did not do so and hence the genuine bills were used over again.

Frederick A. Mead of the First National bank said today his bank holds \$77,300 of the Durant & Elmore paper, bearing the personal endorsement of Messrs. Durant, Elmore and Oliver and secured by original bills of lading deposited as collateral security for the loans.

Careful investigation led him to believe that the bills would be amply protected from any loss.

The Durant & Elmore company is understood to have grain in Oneonta and in Boston valued at about \$100,000 and much additional grain in transit from the west.

Trial of Mrs. Doxey Begins at St. Louis

Columbus, Neb., Woman is Arraigned on Charge of Murdering William J. Erder.

ST. LOUIS, May 23.—Mrs. Dora Elizabeth Doxey, who, with her husband, Dr. Loren B. Doxey, is under indictment on the charge of murdering William J. Erder, whom it is alleged she married, was placed on trial here today. The defense asked a severance of the trials and the state elected to try the woman first.

It is charged that while she was the wife of Erder, and also that of Doxey, she poisoned Erder with arsenic. It developed at the coroner's inquest that Erder ate heartily of a blackberry pie shortly before his fatal illness.

Doxey died in convulsions July 20, 1908, and shortly after it is charged that Mrs. Doxey sent Erder's furniture to the home of Doxey in Columbus, Neb., and collected Erder's life insurance.

Mrs. Doxey, in an interview last week, admitted she married Erder while she was the wife of Doxey. She said she was not responsible for his death. He and I are quite correct, whatever is the outcome of this case."

Mrs. Doxey's father, Jefferson Fuller, of Joy, Ill., and her sister, Mrs. D. M. Morris of Evanston, Ill., took seats near the prisoner. When the examination of witnesses began, Mrs. Doxey bit her lips and clenched her hands.

The defense obtained, by the court ruling, the names of the witnesses the state had suppressed.

The defense filed an application for a change of venue from Judge McGuinn's court. The case was sent to Judge Quinn's division for immediate trial.

GREATER NAVY IS VOTED BY SENATE

Appropriation Bill is Passed Providing Big Addition to Sea Fighting Force.

TWO BATTLESHIPS TO BE BUILT
Monsters Will Be of Dreadnaught Type and Cost Millions.

SUBMARINE SQUADRON PROVIDED
Torpedo Boats and Destroyers Are Included in Provisions.

CONDITIONS ARE TACKLED TO BILL
Work of Construction is to Be Distributed and Must Be Built Under the Eight-Hour Law.

WASHINGTON, May 23.—Voting down, 26 to 20, an amendment offered by Mr. Burton to authorize only one new battleship instead of two, the senate today passed the naval appropriation bill. The bill carries an appropriation of almost \$24,000,000. It was before the senate for two days, the debate being confined almost exclusively to the battleship question.

Two important amendments were adopted today. One of them, offered by Senator Johnston, appropriates \$600,000 for the purchase of torpedo boats "whose vitals are below the normal load line," the other by Senator Jones, eliminating railroad, county and municipal bonds from the securities which may be deposited by contractors.

The naval increase for the fiscal year ending June 30, 1911, provided by the bill, is as follows: Two first-class battleships, to cost not exceeding \$6,000,000 each, and when equipped with armor and armament about \$12,500,000 each; two fleet colliers, to cost not exceeding \$1,000,000 each; five submarine torpedo boats, not exceeding a total of \$2,500,000; six torpedo boat destroyers, cost not exceeding \$750,000 each.

The house bill provided for only four submarines and no torpedo boat destroyers. The senate also added a provision that not more than one of the battleships should be built under the "eight-hour law" was retained by the senate.

The closing hour of the debate served to elicit two important historical revelations by Senator Dewey, which were given from his own store of information. One of them bore on the war with Spain and the other on the Venezuelan embargo with Great Britain in the second administration of President Cleveland. The statement regarding the Spanish was elicited by an assertion by Senator Heyburn that the people themselves did not want wars, but generally were compelled by their rulers to submit to them.

Taking issue with the Idaho senator, Mr. Dewey said that popular demand had forced the war with Spain on the country and that President McKinley was opposed to it. He asserted that terms as favorable to the United States as could be obtained were secured in the peace treaty.

"Does not the senator believe that but for the pressure of that time the president would have negotiated Spain off the American continent?" asked Mr. Hale.

"No," responded the New York senator. "I know of my own knowledge that Spain was prepared to abandon Cuba and Porto Rico to prevent humiliation if it could be assured in advance of the acceptance of the proposition."

He said President McKinley had not been a strong enough personality to resist the popular will. Mr. Dewey also related some history concerning the Venezuelan episode of the first Cleveland administration.

"An intimate who was as an intimate friend of Lord Salisbury, then the British prime minister," he said, "told me that when the president's message was promulgated Lord Salisbury said to him, 'I believe that on account of the rancor coming down from the revolutionary war and accentuated by certain occurrences in the civil war, America means to have a war with Great Britain at some time and I believe now is the best time, when America has no navy.'"

The view of the prime minister was overruled by Queen Victoria, but if Lord Salisbury had the powers possessed by some of the English prime ministers the issue certainly would have been tried out."

Mr. Dewey used the last incident to enforce an argument in favor of a strong navy, and for the present authorization of two new battleships of the Dreadnaught type.

Mr. Heyburn expressed the opinion that there should be a continued increase of the navy until the completion of the Panama canal.

The democrats voting for two battleships were Clark of Arkansas, McNary of Louisiana and Taylor. The republicans voting for one battleship were Bristow, Burton, Clapp, Crawford, Cummins, Dixon, Dulliver, Hale, LaFollette and Page.

ALBERT J. SNELL FOUND DEAD
Son of Murderer Millionaire Dies in a Rooming House in Chicago.



Getting Into Full Swing.

From the Philadelphia Inquirer.

NORRIS AND HINSHAW REFUSE

Nebraskans Will Not Agree to Caucus on Savings Bill.

MASSACHUSETTS MAN HAS CALL
Follows Precedent to Have Majority Party Agree on Postal Savings Bank Measure Before General Discussion.

(From a Staff Correspondent.)
WASHINGTON, May 23.—(Special Telegram.)—Representative Norris and Hinshaw have refused to sign a caucus call for the meeting of republicans next Wednesday evening to consider the postal savings bank bill. Others of the insurgents to refuse to go into caucus are: Davis and Nelson of Minnesota, Sprague and Leffort of Wisconsin, Polinder of Washington, Haugen of Iowa, Gronna of North Dakota and few others, who did not even have a chance to refuse to sign the call.

Representative Weeks of Massachusetts, chairman of the house committee on post-offices and postroads, is asking for a caucus on such important measure is following precedent extending over fifty years. He is asking for consideration of the bill by the majority charged with legislation and if a majority should approve he will ask for a rule from the rules committee, which will prevent amendments being offered to the measure as reported from the committee.

It is expected that republicans will respond en masse to the call for a caucus and will meet the demands of the insurgents, who are holding out for a mandatory provision, requiring funds to be retained in communities in which they originate, more than half way.

The call was not presented to Representative Polinder of Washington, and one or two other "insurgents."

The insurgents base their action upon their desire not to be bound by the result of a secret caucus as they preferred to see the bill considered on the floor of the house.

Chairman Weeks of the committee on post-offices and postroads said today that he had not doubt the bill would be made in the caucus Wednesday night. He said it was the purpose to allow the freest discussion and amendment of the bill then, and later to bring it into the house under a special rule which would not permit amendment on the floor.

It was pointed out that a combination of democrats and republicans might defeat an attempt to bring such a rule into the house and Mr. Weeks admitted it was easily possible. If the bill were thrown open to amendment on the floor, Mr. Weeks expressed the fear that it might be picked to pieces with amendments such as was done in the case of the railroad bill. He contended that the bill was a good one in its present form.

Senator Burkett will leave Washington Saturday to be present at the memorial exercises under the auspices of the Grand Army of the Republic at Lincoln on Monday. The senator makes the principal speech on that occasion.

The secretary of the treasury has awarded the contract for the construction of the public building at Ottumwa, Ia., to Bartlett & King of Cedar Rapids, Ia., for \$180,000.

E. G. Kendall of Santee, Neb., has been appointed an expert farmer at Umatilla Indian Agency, Oregon.

Alleged Slayer of Jane Adams is Arraigned

William Seyler, Who is Charged with Causing Death of Girl, is on Trial at Atlantic City.

MAYS LANDING, N. J., May 23.—Charged with having been responsible for the death of Jane Adams, 18 years old, at the Million Dollar pier in Atlantic City on the night of February 4, William Seyler was called to face a jury in the Atlantic county court. The disappearance of Jane Adams and the finding of her body in the surf nine days later created a sensation in this section of New Jersey.

Seyler, who is a young married man of Atlantic City, accompanied Jane Adams to a moving picture show on the pier. They were accompanied by Seyler's brother, Orvis, and Miss Adams' sister Alice, both younger than the principals in the tragedy. Later in the evening Seyler and Jane Adams went to the ocean end of the pier and the younger pair returned to their homes. Jane Adams never returned home and the following day the two Seylers disappeared. On February 13 the body of Jane Adams was found in the surf at Chelsea.

Suspicion having been directed to the Seylers, search was made for them and a week later they were returned in Paterson, N. J. William Seyler denied all knowledge of the death of the girl, but later confessed, declaring it is alleged, that Jane Adams met her death accidentally while with him near the end of the pier.

Iowa Will Take Action to Stop Raise in Rates

Railroad Commission Will Ask Attorney General to Bring Suit to Enjoin Advances.

DES MOINES, Ia., May 23.—The Iowa Railroad commission today officially announced that it will ask Attorney General Byers to bring suit before the Interstate Commerce commission if any of the railroads try to make effective the higher interstate rates which they have announced for the first of the coming month. If the railroads do not restore the rates which have already been raised, the commission will take the same action.

The proposed action is the result of a complaint filed today by the Western Grocer's company. An official statement to the railroads was issued.

DANISH CABINET RESIGNS

Members Will Hand Resignations to King on Return from London.

COPENHAGEN, May 23.—At a meeting of the cabinet today the ministers authorized Premier Zahle to hand their resignations to King Frederick immediately on his return from London.

In the recent elections the contest turned on the question of defense and the radicals through whom the government had secured the dissolution of the Folkething in order to get the defense bill of 1909 amended, were defeated. The premier and the minister of the interior were re-elected, but the ministers of worship and commerce were not.

BOOSTERS GET TOWN DEPOT

Wayside Will Have Occasion to Remember Visit.

NORTHWEST ON FRIENDLY TERMS
Fine Exhibition of Spirit Shown at Chadron, Hay Springs, Rushville, Gordon and Valentine.

LONG PINE, Neb., May 23.—(Special Telegram.)—As a result of the visit from the Omaha boosters to Wayside the people of that new Nebraska town will get a depot. General Manager Frank Walters of the Northwestern says so, and the visit will be long remembered by the citizens. Wayside agent, the trade extensivists the welcome to Nebraska and it was such an enthusiastic one, so many people coming in from the surrounding country that the railroad officials were convinced the town needed a depot.

When the train pulled in just before 7 o'clock an anvil was booming and a dozen young women, living on the visit from twelve miles distant, appeared on horseback, some racing along with the train to reach the station on time.

Then the new depot proposition was sprung. The citizens surrounded S. F. Miller, the general freight and passenger agent, and placed in his hands a petition signed by more than one hundred, asking for a depot and an agent. The Omaha business men were also asked for a physician, lawyer and drug store and a bank.

General Manager Walters joined the party at Chadron. The boosters presented the petition and declared they endorsed it and Wayside surely deserved a depot. Judging from the spirit of the place, and number of good people living around it, "I will give them the depot if you will furnish the bank, drug store, physician and lawyer," said Mr. Watter.

"We will give them a bank," said David Cole, and in less than a year Wayside shall have a bank. "The deal is closed," said the railroad man. "Wayside gets a depot as soon as we can get up to it. In a year or less we will build."

This, the excursion, running in Nebraska, has scattered sunshine all the way. The experience at Wayside is one of the visible evidences that Omaha trade excursions are not alone good for Omaha, but a boon to the country through which they pass. The business men of Omaha mean what they say. Wayside will get some Omaha money invested there as a result of the visit.

Many other small stations have attracted equal attention.

Chadron, Hay Springs, Rushville, Gordon, Valentine, Ainsworth vied with each other to see which town could give the Omaha visitors the best reception and before the day was half done it was evident the towns along the Northwestern line recognize what Omaha is doing for the state of Nebraska, even as Omaha recognizes its debt to the small towns and farms of the state. It was necessary for A. W. Jeffers to "make a talk" at every station.

Snow Storm in New Mexico.
ALBUQUERQUE, N. M., May 23.—Northwestern New Mexico is in the grip of a heavy snowstorm tonight. The storm, evidently a continuation of the one that swept southeastern Colorado yesterday, is centered at Pecos. It is feared great loss of live stock will result.

Favor Postal Savings Banks.
CLINTON, Mass., May 23.—Resolutions favoring postal savings banks were passed today by delegates representing 8,000 members of the New England division of the National German-American alliance at the annual convention here today.

RAILROADS ARE NOT SLEEPING

Evidence Accumulating that the Battle for Better Rates is Just Beginning.

SHIPPERS BEING URGED TO QUIT
Intimations Gently Conveyed that Kicking is Dangerous.

PURCHASING AGENTS ARE BUSY
In Meeting Today the Missouri River Towns Will Be Heard.

SUGAR AND COFFEE ALSO GO UP
Whatever Action is Taken Must Be at Once, as the Advanced Schedule of Rates Takes Effect in One Week.

When the shippers of the Missouri river valley meet at the Omaha Commercial club today they will find that the railroads have been on the job since the rate meeting in Chicago last week.

Evidence of the efforts of the railroads to induce shippers to individually nullify their action taken in resolutions passed at the Chicago meeting will be shown at the meeting. This evidence has come into the possession of the leaders of the present movement of the shippers in the form of correspondence from a railway purchasing agent. In this correspondence the railroads are good buyers of goods.

At the same time weekly railroad organs have appeared with long argumentative articles placing emphasis on the same statements.

At the meeting today at the Commercial club, it is expected that all of the important cities on the Missouri river, from Kansas City to Sioux City, will be represented. Invitations to those in many other cities in Nebraska, Iowa and to the eastward have been issued. E. J. McVann of the Commercial club's traffic bureau, has received acceptance from many of the shippers, while others who have made no reply are probably to be here.

"What the action of the meeting will be I do not know," said Mr. McVann. "The meeting represents a collection of individuals, not an organization."

The schedule of advanced rates filed with the Interstate Commerce commission becomes effective one week from the date of the Omaha meeting. Action to be taken will necessarily have to be immediate.

The plans now are to make the meeting open to the press and public, as was the Chicago meeting last week.

"That a meeting was held by the railroad attorneys with reference to the rate agitation among the shippers was reported yesterday. This was denied by each of the Omaha railroad attorneys approached."

"There was no meeting of that kind," said James E. Kelly, general solicitor for the Burlington. "The whole affair is a tempest in a teapot and the agitation cannot be serious."

Copies of Letters Secured.
Copies of a letter sent out by the railroads to shippers following the hostile declarations of the Chicago meeting have found their way into the possession of Mr. McVann. Following is an specimen of the letter and also a copy of a reply which the receiving shippers expect to sign and mail back, or else tell why he will not:

Chicago & Eastern Illinois Railroad Co., Evansville, Ind.; Haute Route Railroad Co., Old Colony Building, Chicago, May 18, 1910. T. J. Powell, Purchasing Agent, Gentleman: Business of the country is exacting unless the railroads are able to purchase freight, you will doubtless expect to sign the enclosed and return to me promptly.

If unwilling to sign, please return the blank to me with statement to that effect. Yours very truly, T. J. POWELL, Purchasing Agent.

We recognize the fact that our business is largely affected by the amount of material that railways purchase, which is now reduced to a minimum, and at consequently minimum prices, because their net earnings are and will be reduced by the great increase in operating cost, and it is almost impossible on their prospective earnings to present a good reason for investors to purchase their securities, or make loans. The only way to change this situation is to increase their earnings, now and prospectively, by an advance in rates.

We do not endorse or advocate unreasonable advances, but we deprecate any movement in opposition to the proposed advances that is based upon a denial of business reasons or puts forth deductions that are misleading, incorrect or unfair, as has been done. The condition exists; it must be remedied both in the interest of the railroads and ourselves; as justice, after calm and careful analysis, is all we ask for, and it cannot be obtained by appeals that are born of general prejudice, isolated conditions, or personal opinions.

MORE RATES ARE ADVANCED
Sharp Increase on Sugar and Coffee Are Announced.
WASHINGTON, May 23.—A sharp increase in rail and sea freight rates on sugar and coffee from Atlantic seaboard points to destinations in the western trunk line territory was announced today by the filing of tariffs with the Interstate Commerce commission, making increases on those commodities ranging from 16 per cent to 42 per cent.

The tariffs were filed by Mr. Honner, as agent of the Western Trunk Line association, and will become effective on June 20, 1910. The increased rates will apply to coffee and sugar in car loads moving from New York, Baltimore, Philadelphia and Boston, to Duluth, St. Paul, Minneapolis, Kansas City and Omaha. The common points of those cities all have the same rates. From New York to Duluth an advance on sugar is from 36 to 42 cents a hundred pounds, 17 per cent on coffee from 31 to 42 cents, 35 per cent. From New York to St. Paul and Minneapolis a hundred pounds, 38 per cent; and coffee 37 per cent. From New York to Kansas City and Omaha sugar is advanced 30 per cent and coffee 22 per cent. From Baltimore to Kansas City or Omaha, the advance on both sugar and coffee is 29 per cent. From Philadelphia to those points the advance on both coffee and sugar is 29 per cent. From St. Louis to Duluth the advance on sugar is 19 per cent and on coffee 25 per cent. From

A little want ad in today's Bee will find you a reliable servant. It will find the house you wish to rent or buy. It will secure a position for you. It will sell whatever you offer. It brings landlord and tenant together—borrower and lender face to face and does a thousand and one things that would be difficult, to do any other way. Any ad 3 times, one cent a word. Call Douglas 238 and the ad taker will write your notice and place it for you. Everybody Reads Bee Want Ad

Southern Presbyterians Divide on Divorce Rules

Dr. Boggs wanted to do away with the divorce from baptism and the Lord's supper. Dr. Cecil was in favor of missionaries exercising discretion in extending membership to heathen polygamists, claiming that great hardships would result from requiring discretion in extending membership to family. Dr. Boggs met this with the statement that it was the duty of the church to care for these cast off.

Dr. Boggs opposed the church's continuing to allow "willful desertion" as a cause for divorce.