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**WHEN ROOSEVELT COMES BACK HOME**

Colonel Moore Talks of the Reception to Be Given the Former President.  
**PROPOSES THAT IT BE NATIONAL**  
Greeting Should Not Be Confined to Any One Section.  
**WHOLE COUNTRY SHOULD HELP**  
Tour of Many Other Large Cities is Proposed.  
**OMAHA IS PUT UPON THE LIST**  
Demonstration Should Be from Maine to California, with Rejoicing by All the People of the Land.

NEW YORK, June 11.—(Special Telegram) A national reception for Colonel Theodore Roosevelt, following his arrival in New York, when cities and towns throughout the United States may have equal opportunity to display their honor and regard for the distinguished former president, is the suggestion made today by Colonel Alexander P. Moore, the Pittsburg newspaper man, who declared recently that a gigantic conspiracy had been hatched to minimize the New York reception to Colonel Roosevelt.

Colonel Moore is in New York at present making arrangements for the western Pennsylvania delegation, nearly 6,000 strong, who will come here from Pittsburgh on a special train next Friday night to assist in welcoming the famous American to his native shore.

"I have no quarrel with the New York committee on arrangements," said Colonel Moore tonight. "Perhaps the members know best what New York wants to do for Colonel Roosevelt, but my opinion is that after the great tributes of foreign capitals, we Americans ought to outdo the foreign receptions if for no other reason than native pride or patriotic jealousy.

"No plans can be too big; no arrangements too vast, and no reception too great for Colonel Roosevelt. It would be a splendid idea, if this distinguished man would be allowed to return to his native land and settle down among his fellow-citizens with no other honor paid him save a parade in the city of New York, witnessed by residents of New York City by such out-of-town people who can afford the time and money to travel to the metropolis, in foreign lands.

"There is to be no great civic, state or national display, whereas in the foreign capitals persons of royal and noble blood vie with one another to pay homage to our former president."

"It may be a fact that familiarity with Colonel Roosevelt has lessened in the minds of some the greatness and importance of the man. I sincerely hope this is not the case.

"It is not alone my opinion that something more than an initial demonstration in New York ought to be done in greeting Roosevelt. The last month I have been in correspondence with newspaper publishers throughout the United States and I find that sentiment is universal for a sort of triumphal tour for the former president through the country. The idea is to show the world what America can do in the way of honoring a distinguished home-comer when it tries.

"When Colonel Roosevelt arrives here the proposition will be left up to him. If he will accept, and I have no reason to believe he will not, the arrangements will be started at once for a series of grand demonstrations in various cities the country over.

"Publishers with whom I have been in communication have gone no further than to fall in with the suggestion that the tour be made. No definite route has been suggested; no details have been worked out, and nothing has been done towards planning a demonstration in any other city outside of New York.

"It would seem a good plan to give the whole country a show. The east, west, north and south, all want to show regard for the former president. Doubtless each section would vie with the other to demonstrate its affection for the ex-president."

**Omaha on the Route.**  
"The tour would, if carried to a successful conclusion, likely embrace the cities of Pittsburgh, Columbus, Cleveland, Chicago, St. Paul, Omaha, Kansas City, Lincoln, Denver, Salt Lake City, Portland, Seattle, San Francisco, Los Angeles, New Orleans, Austin, Galveston, Mobile, Atlanta, Augusta, Savannah, Washington, Baltimore, Philadelphia and other points. I mention these cities at random, merely to show how representative of the country entire the reception ought to be. Nothing has been definitely settled to indicate that the demonstration will take place, but it has been suggested to me that it be carried out in the summer and fall.

"As I say, the New York committee likely knows what the city of New York wants, but the average out-of-town resident looks at it in a different light. The person from Ohio, Illinois, Kansas, Nebraska, Colorado or Iowa sees in the New York demonstration a weak imitation of the splendid receptions given Colonel Roosevelt in foreign cities.

"We want to do something big. Just an America is bigger and greater than any other country in the world, just so should the celebration over the home-coming of one of our foremost citizens be the biggest.

"National demonstration would give the people of every section equal opportunity to voice their sentiments. Just as the noise of the Fourth of July sweeps from California to Maine, so ought the wave of rejoicing over the safe home-coming of former President Roosevelt to do the same. No one city can adequately express the desires of the whole people. Let the states and cities link their hands and let Colonel Roosevelt be met sympathetically by the entire nation, a celebration will be accorded, like that which has not been seen in many a year."

**South Dakota Printing Contract.**  
PIERRE, S. D., June 11.—(Special.)—The state printing contracts for the next year were let here today. The bidders were Hippe Printing company, News Printing company, State Publishing company, and Mark D. Scott. The Hippe Co. secured fourteen contracts, including the bills of both houses for the session, and the laws. The State Publishing Co. secured four contracts, including the journals of both houses. The News Publishing Co., and Mark D. Scott, secured the work on eleven different state reports.

**Tax Levied on the Man Who Kills and Eats Enemy**

**France Adopts Plan for Dealing with Cannibal Natives of the French Congo.**

BORDEAUX, France, June 11.—(Special Telegram)—Cannibals who ornament their huts with the skulls of their victims are causing much trouble in the French Congo, according to Captain Prakos, who has just returned from Africa.

"Governor General Merlin," said the captain, "in the course of a tour of inspection of the Congo for several months, he has seen a tribe of cannibals attacked, pillaged and burned a village of peaceful natives, the captives being actually cooked and eaten. General Merlin decided that a lesson was necessary and ordered me to take charge of a punitive expedition. The troops, divided into three columns, advanced on an extremely marshy country, often marching waist deep in water. Indescribable hardships were encountered, subsistence not being brought under convoy, being almost unobtainable. Finally, however, we surrounded the ill-armed savages. Our forces of 600 foot men, but the loss of the savages was much heavier. After the victory we divided the territory into districts and established a government, with the result that the taxes for 1910 will be nearly double those of 1909.

"We imposed a fine of \$10 for each skull found in the possession of the natives who had been accustomed to taking their captives to the outskirts of the posts, killing and eating them and then decorating the huts with the skulls. This tax we found to be efficacious in suppressing cannibalism."

**College Athlete Turns Burglar**

**Raymond Wylie, Former Pennsylvania Student, Caught in Act of Looting Residence.**

LOS ANGELES, June 11.—Raymond Wylie, the former University of Pennsylvania athlete, was repented when he awoke today in the city prison, where he was incarcerated last night after his capture in the residence of James M. Yanke, which he had been caught in the act of looting.

Wylie declared today that he had embarked upon his brief career of burglary after a quarrel over finances with the proprietress of a seaside hotel at Venice. He became desperate, he declared, and resolved that he must have money.

Arming himself with a revolver, he came to this city yesterday, visited a number of saloons, and in the evening walked into the residence district and selected the Yanke home for the beginning of his operation.

Following the athlete's surprise by Mr. Yanke and the summons of assistance, it required the efforts of twelve men to subdue and bind him.

Wylie when searched had three diamond rings and a gold stick pin and a gold necklace, which he had taken from the Yanke home.

The arrest of Raymond Wylie in Los Angeles caused surprise at Rutherford, N. J., and the contiguous New Jersey towns, where the Wylie family is prominently known. Friends of the family say that Wylie must have suffered a nervous breakdown.

**Vindication for Fred Dennett**

**Committee Finds Congressman Hitchcock's Charge Against Land Office Without Merit.**

WASHINGTON, June 11.—A complete vindication of Commissioner Fred Dennett of the general land office of all the charges of reckless expenditures, brought against him by Representative Hitchcock of Nebraska, a democrat, will be the report of the majority of the house committee on interior department expenditures.

If there is a minority report, it practically will be based on the allegation of favoritism and unauthorized expenditures for "Jack" Ballinger's trip across the continent from Washington to Seattle, where he left the government service to go into private service.

"Jack" Ballinger is a nephew of Secretary Ballinger and Mr. Hi heck claimed that the young man intended to resign when he left here and that the allowances of his traveling expenses and per diem pay, under a designation of "special temporary inspector" if officers, was a "fiscal take-off" and an "outrage to the treasury."

The majority report will say that R. A. Ballinger was not then in public office and nobody had any idea that he would be secretary of the interior.

**Prescher Hit by Chunk of Coal.**  
BOONE, Ia., June 11.—(Special Telegram.)—The Rev. George H. Espe, Baptist pastor, was seriously injured yesterday while standing at the coal chutes of the Boone Block Coal company. A chunk of coal weighing 500 pounds fell, striking him on the back. His condition today is critical.

**SUITS AGAINST CHICAGO YARDS**

**Attorney General Prepares Bills Alleging Violation of Interstate Commerce Act.**

**PAPERS TO BE FILED TOMORROW**

**Charge that Terminal Railroad Companies Fail to Post Tariffs.**

**BULK OF TRAFFIC INTERSTATE**

**Relation of Junction Company to the Big Trunk Lines.**

**REBATING IS ALSO ALLEGED**

**Corporation is Charged with Paying Fifty Thousand Dollars Annually to One Firm to Stimulate Business.**

WASHINGTON, June 11.—Under instructions from Attorney General Wickersham, William S. Kenyon, assistant to the attorney general, is expected to file today in the United States circuit court at Chicago a bill in equity against certain Chicago stock yards companies for alleged rebating on freight charges.

The bill of the attorney general was prepared at the request of the Interstate Commerce commission, which is the complainant in the proceedings. It is directed against the Union Stock Yards and Transit company, the Chicago Junction Railway company, the Chicago Junction Railway and Union Stock Yards company and Louis Pfaezler & Sons.

It is alleged in the bill that the tracks of the Chicago Junction Railway company are controlled by corporations subsidiary to the Union Stock Yards company. The railway company handles all incoming and outgoing stock for the Union stock yards at Chicago. It is alleged that the live stock freight is delivered to the Chicago stock yards from all the trunk lines entering Chicago and by it delivered to the Union stock yards, that specific sums per car are paid by the trunk line carriers for this service, including the loading and unloading of stock cars, yet no tariff is filed by the junction company, nor is the charge included in any tariff filed by the trunk line carriers, with the Interstate Commerce commission. It further is alleged that the Junction Railroad company serves approximately 650 industries in and about the stock yards district of Chicago, and that all of the tracks operated by the Junction company are owned solely by the stock yards company.

**No Charges Published.**  
The complaint alleges that none of the charges made by the Junction railway company are published or advertised, are published or filed through the Interstate Commerce commission, although the bulk of traffic is interstate commerce. The stock yards company advanced to the trunk lines all charges, and twice each week collects from the consignees the money it has advanced to the railroads for the transportation of stock from points outside the state of Illinois to the stock yards.

It is declared in the bill that two-thirds of the net earnings and revenue received by the Junction company inure to the benefit of the stock yards company. Louis Pfaezler & Sons are engaged in general packing business near the site of the Union Stock Yards company. The firm purchases live stock at the stock yards, and it also purchases live stock from various points of origin to the Union stock yards and through bills of lading over the lines of the Junction company in connection with the original trunk line carriers.

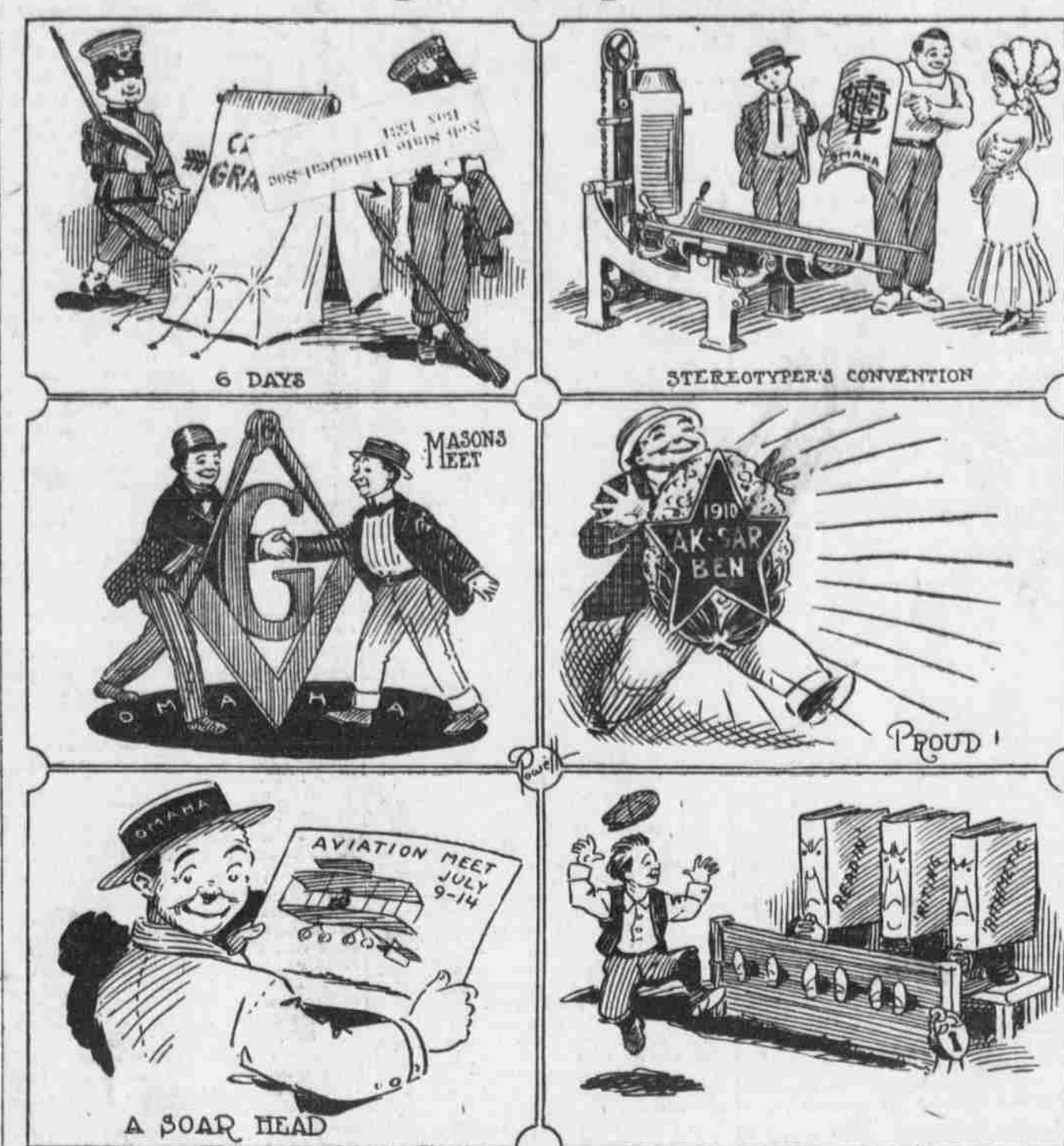
**Rebate Payment Alleged.**  
It is alleged that Louis Pfaezler & Sons have entered into a contract with the Stock Yards company from which the Stock Yards company will pay to that firm \$50,000, fully guaranteed, "sustaining" for the purpose of encouraging, developing and retaining at or near the stock yards in Chicago the business of said Louis Pfaezler & Sons, and also increase the earnings of the Junction company by announcing the amount of properly transported by the Junction company in interstate commerce.

The government further alleges that the payment of the \$50,000 to the Louis Pfaezler & Sons will constitute in effect a rebate and an unlawful discrimination, and will amount to the charging of a less freight tariff for the freight of Louis Pfaezler & Sons, which it is the duty of the Junction company to file with the Interstate Commerce commission; thus constituting a violation of what is commonly known as the "Elkins law."

The government therefore asks that the defendants be required to appear before the circuit court to answer the charges in the bill of complaint, and that meantime the defendants be restrained by the court from carrying into effect any agreement alleged to be in violation of law, and that the Chicago Junction company be required to file with the Interstate Commerce commission tariffs for the transportation of freight which it handles in interstate commerce.

**Bill Will Be Filed Monday.**  
CHICAGO, June 11.—The bill charging rebating against the Union Stock Yards and Transit company, etc., probably will be filed here on Monday. W. S. Kenyon, the government lawyer, who is expected to file the document, declared that it was at present in the hands of Examiner Lamb of the Interstate Commerce commission.

**Coming and Going in Omaha**



Local Events as Viewed by The Bee's Artist.

**ACTION IN PULLMAN CASE**

**Order Lowering Rates on Sleeping Car Berths Will Stand.**

**NEW MOVE BY RAILROADS**  
Propose to Place an Extra Charge of Their Own When Passengers Ride in the High Grade Cars.

CHICAGO, June 11.—(Special Telegram.)—Judges of the United States circuit court this afternoon denied the motion for a preliminary injunction made by the Pullman company and the Great Northern Railway company restraining the Interstate Commerce commission from reducing the price of berths in sleeping cars.

Judge Grosceup spoke for the judges of the court at 2 o'clock, after they had listened to arguments for four hours, saying: "Additional facts, which Attorney Lindsey, representing the Great Northern railway, had introduced in his argument, should have been presented to the Interstate Commerce commission.

"Railroads ought to take notice that we hesitate about having cases brought here that have not been before the commission." He added, in denying the motion for the preliminary injunction, "The Pullman and the Great Northern companies sought a preliminary injunction restraining the commission from reducing the rates of berths in sleeping cars between Chicago and points in the northwest. The commission ordered the price of lower berths reduced, the order to become effective June 1. The Pullman company began a suit in the United States circuit court, in an effort to prevent the enforcement of the order. The commission continued the date, when the order is to become effective until July 1.

**Higher Pay for Seats.**  
Pullman sleeping cars excited interest elsewhere than in court today. Passengers on railroad trains will be forced to pay extra for the privilege of purchasing places in Pullman cars, if a plan now being considered by the eastern roads is put into effect. For years it has been the aim of eastern trunk lines to institute a "class system," similar in a great degree to that prevailing in Europe.

**Has Been a Failure.**  
It had been up to the present a failure, owing to the refusal of certain of the weaker eastern lines to enter into such an agreement and the fear of the stronger systems that they would lose patronage unless all of the competing lines were in the deal.

"If the general public does not raise a big hullabaloo, the move for a universal rate in fares of passengers, who ride in (Continued on Second Page.)

**Other Arrests**

**in Sugar Cases Are Probable**

**Announcement that Three More Men Have Made Full Confessions Foreshadows Sensations.**

NEW YORK, June 11.—Hint of further prosecutions in connection with the sugar under-weighing frauds was given today by Special Prosecutor Henry L. Stimson, when the two men convicted last night were brought up for sentence.

Preceding this a receipt was won by Charles O. Helke and Ernest W. Gerbracht, Judge Martin suspended sentence until August 30, pending an appeal. Bail was fixed at \$25,000 each, the present bail of \$5,000 for Helke and \$10,000 for Gerbracht being continued until Wednesday.

James F. Dandernage was paroled on his own recognizance. It is considered doubtful if his case be further prosecuted.

James A. Halligan, the checker, and Harry W. Walker, the assistant dock superintendent, who pleaded guilty, were sentenced to three months each on Blackwell's Island.

Sentence in the case of Jeanne Volker, who is confined to his bed in a dying condition, was suspended.

Adding to their attorneys' plea for clemency for Halligan, Volker and Walker, Prosecutor Stimson made the announcement that since the men had pleaded guilty they had made a full confession and the government now was acting on the information that had been received from the men. This appeared to foreshadow further prosecutions and caused something of a sensation.

**THREE SOUTH DAKOTA PLACES IN DOUBT**

**Lieutenant Governor, Land Commissioner, Railroad Commissioner Still in Balance.**

PIERRE, S. D., June 11.—Three places on the South Dakota republican ticket still remain in doubt—Lieutenant governor, land commissioner and railroad commissioner. Mr. Piore will probably take the official returns to decide these contests. It is conceded today that Johnson, treasurer, and Anderson, auditor (statewide), and Polley, secretary of state; Johnson, attorney general; Lawrence, superintendent of public instruction (progressives), are nominated.

**Nebraskans Sail for Bremen Tuesday.**  
NEW YORK, June 11.—(Special Telegram.)—Mr. and Mrs. Arthur Clark, Miss Beattie Clark, Mr. and Mrs. Henry Heitman, Mrs. Caroline and Arthur Heitman of Lincoln, Mrs. William Schwabke, Mr. and Mrs. G. Koopman of Howells, Neb., will sail for Bremen Tuesday on the Kaiser Wilhelm.

**General Wood Sails for Home.**  
MONTEVIDEO, Uruguay, June 11.—Major General Leonard Wood, who visited Buenos Ayres, as the representative of the American government at the Argentine centennial, sailed today for home, where matters require his early attention.

**MONEY MARKET LOOKS GOOD**

**Suit Brought Against Railroads Disturbs Securities.**

**ARMISTICE RESTORES CONFIDENCE**  
James J. Hill Reported to Be in the Field to Dispose of \$80,000,000 of Bonds of His Roads.

NEW YORK, June 11.—(Special Telegram.)—This has been a spectacular week in the stock market and the further rise of stocks on Wednesday was as sensational as the drop when the government began suit against the railroads last week.

Wednesday's rise did not remain permanent, much to the regret of the investors. Up till today the market sagged with a tendency downward. The undertone has been and is still, uncertain—too prone to influence and not firm and unshaken as it should be in a normal market.

The action of the Bank of England in reducing its minimum discount rate from 3 1/2 to 3 per cent was expected, hence it created no effect here.

**No Signs of Trouble.**  
The instability of the stock market is due to several things. One of the principal causes in the Washington program. With congress tinkering with affairs and institutions which form the business foundations of this country, the market is apt to be a little shaky. The small measure of attitude of the federal power toward organized capital, the restricting features of the administration railroad bill, the postal savings bank bill, and the apparent aim of the government judiciary department to limit the power of the federal courts to constitute a series of causes, which are very unsatisfactory.

However, there is no pessimism. There is no cause for gloom. Because Wall Street has been a dump several million various stocks upon a suspicious market, and get away with it, there is no cause for alarm.

Viewed from a dispassionate angle there is nothing in the railroad situation to cause unrest. President Taft and the railroad heads have agreed upon at least temporary terms. The armistice will become permanent before danger develops. As evidence of this the Harriman system has placed orders with the Baldwin Locomotive Works in Philadelphia for eighty-

(Continued on Second Page.)

**MRS. CHARLTON IS KILLED IN ITALY**

**Body of Wife of Former Omaha Man is Found in the Bottom of Lake Como.**

**IS CLEARLY A CASE OF MURDER**

**Brother of the Woman Talks of Commission of the Crime.**

**UNABLE TO DISCOVER MOTIVE**  
Had Gone Abroad, Intending to Remain Three Years.

**WERE ON THEIR WEDDING TRIP**  
Seven Wounds in the Head of the Victim, Corps Wrapped in Cloth and Then Placed in a Trunk.

FORT H. G. WRIGHT, EASTERN LONG ISLAND (via New London), June 11.—(Special Telegram.)—"I am now convinced that my sister, Mrs. Porter Charlton, is dead, but I accuse no man. I am ignorant of any motive, and I have no information which would help me to solve the mystery."

That was the statement made tonight by Captain Horatio Hamilton Scott, Esq., brother of Mrs. Mary Scott-Castle-Charlton, the American woman whose dead body was found in a trunk at the bottom of Lake Como in Italy and whose mysterious death has shocked the world.

Captain Scott got his first intimation of his sister's death from the newspapers, and it was not until today that he received confirmation of it. Situated at Fort Wright, on an island twenty miles from New London, Conn., he is completely out of touch with the world, for he can be reached only by long distance telephone or wireless. Fort Wright is at the eastern extremity of Long Island, the nearest town being New London, Conn., across Long Island sound.

"For twenty hours I have been attempting to conjure up in my brain some solution of this tragedy," said Captain Scott. "At first I relied upon the hope that the dead woman was not my sister, but I felt strangely certain all along that it was she. Before she sailed she said that she and her husband intended visiting in Italy and had mentioned Como as one of the spots where they anticipated spending some time in a quiet cottage by the lake side.

"I have never seen my sister for some months. I never saw her present husband, Porter Charlton, son of Paul Charlton, formerly of Omaha, but more recently of Washington and Baltimore. I was not present at the wedding. Not that I objected to the marriage. For my part it was a very quiet affair and I did not feel called on to attend. Last month I received two letters, one from Mr. Charlton and the other from my sister. Both were dated April 15, and postmarked New York. The letters told of the wedding, and saying they were sailing early on that day for a long time. They had planned to spend three years abroad, going first to Italy, where they intended living for some months. From Italy they were going to France, remaining in Paris some time. From Paris they were going to Switzerland and thence to Austria-Hungary. They spoke particularly of remaining in Germany for a long time. They had planned that they would take three years to make, and they planned something for every week of those three years. I was not in New York when they sailed, but I sent them a message, wishing them happiness and a good voyage.

"I received a letter or so from abroad, but nothing containing the slightest hint that anything had happened to either my sister or her husband. The news that she was dead came like a thunderbolt. I was amazed and horrified. I could not believe it at first. However, there can be no doubt of it now.

"I have no idea how she was killed, but my sister told me that she was on her way to a trip to Italy, where they intended living for some months. From Italy they were going to France, remaining in Paris some time. From Paris they were going to Switzerland and thence to Austria-Hungary. They spoke particularly of remaining in Germany for a long time. They had planned that they would take three years to make, and they planned something for every week of those three years. I was not in New York when they sailed, but I sent them a message, wishing them happiness and a good voyage.

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(Continued on Second Page.)

**Auto Pirates Take Joy Ride and Fix Broken Car**

"Auto pirates" has superseded "Joy riders," if the writers of a letter found in a car taken from 317 North Twenty-sixth street last night are to be believed. The note, written in a cursive hand, contained "hops of the road." And the epistle shows that the perpetrators of the raid are as fully alive to the courtesies and amenities of life as the gentlemen of the sea, who ever sailed ashore or cut a throat with all the grace of a saintly don. Two hours after the auto vanished from the lot of its owner it was discovered a few blocks away and pinned to the seat was the following emanation from the brains of the pirates:

"Mr. Somebody—Dear Sir: Joy riders or auto pirates, as we are sometimes called, enjoyed a fine ride this evening in your car which, no doubt, you know, and wish to thank you for the ride and the gasoline we used while driving over the boulevards, highways and byways and beautiful avenues of the city. We also wish to congratulate you upon your car. We found it as smart as a top, and a fine machine for speeding. We hope we have taken good care of it and we hope you will find it in as good condition as it was when we started. Most gratefully yours, "AUTO PIRATES."

When the machine was whirled off the bolsters were leaking and the owner had left it on the street while he went to see about having it placed in efficient order for traveling.

**A few things were lost last week.**

They are advertised in the want columns today.  
A few were found.  
They are also advertised.  
Read these little treasures.  
Every one of them.  
They will be interesting and Profitable.  
They make spiky reading.  
Good employers are advertising for servants.  
Good servants are advertising for places.  
There are bargains of every description ranging from second-hand lawn mowers to homes.  
Many other advertisements appear which are worth reading.

EVERYBODY READS BEE WANT ADS.

**Rent Fifteen Feet Long Torn in French Submarine**

CALAIS, France, June 11.—The manner of the sinking of the French submarine Pluviose was revealed today when the superstructure emerged at low tide. A rent fifteen feet long and two feet wide was found in the stern where the submerged craft had been struck by the channel steamer Pas de Calais. Two bodies were recovered before the rising tide again closed over the wreck.

The Pluviose was sunk with its crew of twenty-seven men in the English channel two miles off the French coast on May 25. Since that time wreckers have been engaged at every high tide in towing the submarine ashore. It was impossible to

raise the wreck to the surface. Today in the shallow water of the jetty the superstructure rose to view and the first thorough examination was possible.  
The body of Helmerman Lebraton, clad in oilskins, was found at a distance of fifteen feet from the compartment below was closed. A second body had been recovered when the returning tide forced the suspension of the operations.  
As it is now established that the hull is filled with water, hopes will be revived through the plates to make possible the removal of the other bodies. The funeral for the lost crew will be attended by President Fallieres and the cabinet.

(Continued on Second Page.)