

FRENCH STRIKE LEADERS TAKEN

Government Meets Situation with Firm Hand in Fulfillment of Briand's Promise.

WANTED PEACEFUL SETTLEMENT

Premier Declares He Was Convinced at Time.

MEN HOPE FOR FELLOW STRIKERS

Chances of Success Rest Largely on Sympathetic Tieup.

RAILROAD SERVICE IS CRIPPLED

Train Falling in the French Capital and Thousands of Citizens Plod Along Through the Mud.

PARIS, Oct. 13.—The French government is meeting the situation resulting from the general strike of railroad employees with a firmness that challenges the admiration of those who sympathize with the men in their demands for a minimum wage of \$1 a day. This morning 1,000 of the strike leaders were placed under arrest. This action was in fulfillment of Premier Briand's promise to punish the agitators who, he has declared, precipitated an insurrectionary movement at the very hour that the premier and M. Millerand, 1.6 minister of public works, posts and telegraphs, were conducting negotiations looking to the making of an adjustment of the differences between the railroad managers and their employees. The National Railroad union has succeeded in thoroughly demoralizing the service on the northern and western systems, but it had less success in the eastern and southern lines. The striking this morning showed little change from yesterday. Men Nearly All Out. The men of the Paris, Lyons & Mediterranean road are nominally on strike and the eastern system is badly hampered, but many trains are being operated as usual on the former system. The employees of the Paris-Orleans road and the Paris-subway last night voted to go out, but the subway lines were being operated as usual this forenoon. The hope of the strikers rests largely in the prospect of sympathetic strikes. The bricklayers and pavers have voted a general strike beginning today. The unions of other trades are meeting and are expressing similar intentions. The five strike leaders arrested this morning attempted a dramatic scene by assembling in the office of the intendant, a socialist newspaper, where they passed the night in the company of the intendant, the complete socialist delegation of the chamber of deputies, expecting the arrival of the deputies began to make inflammatory speeches, the prefect of police cut the proceedings short and hustled the leaders off in jail. The mobilization of railroad reservists decreed by the government is proceeding. The men have responded in large numbers, but as yet they have not been ordered to take up the work of the strikers. Walk in the Rain. Thousands of suburbanites were further inconvenienced by a deluge of rain, which made many of the roads leading into the city impassable to pedestrians. As a consequence many failed to report at their offices and the business of the city was upset. A Savagery of the Paris, Lyons & Mediterranean road and the Paris-Orleans line showed that in most places the men remained at their posts this forenoon. A number of acts of violence against the rolling stock is reported from the provinces. The strikers disclaim responsibility for these, saying the damage has been done by persons not connected with the railroads. The strike is effective on the western road leading to LeMans and Brest, Cherbourg, Havre and Dieppe and on the northern road extending to Amiens, Boulogne and Calais. It has fallen up to mid-afternoon on the southern division over which Dijon, Lyons, Lyons and Marseilles on the Mediterranean and German points was badly hampered, but not wholly cut up. The belief that the strike has been checked was reflected on the Bourse today, where there was an increased demand for railroad shares, which grew stronger accordingly. The arrested leaders were charged with provoking seditious meetings and leading to violence and the destruction of property. "The government is convinced this move, together with the summoning to military service as reservists of all of the strikers, will break the backbone of the strike, which already has been weakened by the failure of the men of the eastern road, the Paris, Lyons & Mediterranean, and the Paris-Orleans road to respond generally to the orders of the militant chiefs of the National Federation. Strikers Condemned. If the strike continues the transatlantic steamers now calling at Cherbourg will substitute Boulogne as a point for their embarkation. Boulogne will connect with this city by an automobile service. The passengers from the steamer Oceanic who were held up at Mantes-sur-Seine while enroute from Cherbourg to the capital arrived here today. The press, with the exception of the socialist and revolutionary element, condemns the strike as criminal and the crippling of the public service with the inevitable paralysis of trade as unwarranted. COURRIERS. France, Oct. 13.—The coal mines dismissed 4,000 employees today because of the inability to ship the coal due to the railway strike. Traffic is Suspended. BERLIN, Oct. 13.—Passenger and freight traffic by railway with France was practically suspended. Sleeping car tickets are no longer sold to French interior points. The banks complain of serious inconvenience in financial transactions between Germany and France. The French newspapers are arriving here a day late and bear Belgium postage stamps. FOUND A Chastler Property. NEW YORK, Oct. 13.—The execution of a will by William Barnard, a prominent real estate broker, for \$100,000 claimed to be due for clothes bought by Robert W. Chastler, husband of the singer, Mme. Inna Cavalieri, was returned in the city court today by the sheriff's office marked unsatisfied.

Advance in Rates Suspended Until Next February

Action Taken by Carriers to Enable Commission to Consider the Proposed Advance.

WASHINGTON, Oct. 13.—Official announcement was made by the Interstate Commerce commission today of the suspension until February 1 next of the proposed advance in freight tariffs in official classification, western trunk line trans-Missouri and Illinois freight committee territories. Suspension was made voluntarily by the carriers in order to enable the commission to consider the proposed advance and to afford ample time in which to pass on the pending cases.

Fishing Steamer Sinks a Swedish Bark Out at Sea

Seven Men Drown Before the Rescuers Can Get Out with Boats.

CUXHAVEN, Germany, Oct. 13.—The fishing steamer Senator Hothhufen collided with and sank the Swedish bark Diana today. Seven of the Diana's crew were drowned. The survivors were brought here by the steamer.

Census Bureau is Out with Figures

North Carolina, Ohio and Wisconsin Cities Show Gain in Population in Last Ten Years.

WASHINGTON, Oct. 13.—Population statistics were made public by the census bureau today for the following cities: Wilmington, N. C., 26,748, an increase of 4,772 or 22.7 per cent over 20,976 in 1900. Hamilton, O., 35,279, an increase of 11,306 or 47.5 per cent over 23,973 in 1900. Lorain, O., 28,583, an increase of 12,805 or 60.2 per cent over 15,778 in 1900. Madison, Wis., 25,331, an increase of 6,367 or 25.3 per cent over 18,964 in 1900.

NEEDS IN MISSIONARY FIELDS

Those Who Work in Foreign Lands Tell What is Being Done to Promote Christianity.

BOSTON, Mass., Oct. 13.—Personal accounts in the conference of the mission field of Africa, Turkey, Japan and India were related today by a number of missionaries who are here to attend the centennial celebration of the founding of the American board of commissioners for foreign missions, being observed in connection with the triennial meeting of the National Council of Congregational churches. "The most urgent need is for a training school for teachers and evangelists," declared Rev. Henry A. Neiph of the West Central African mission, "for Africa must be evangelized by her sons." Mrs. Neiph said that the natives who have been trained at the five churches of the mission are successful evangelists. Speaking of the needs of Turkey, Rev. Herbert M. Irwin, a missionary in that land, said that he had summed up the needs of the "Gospel." "Much talk and advice," he continued, "is as so much whistling in the wind. One of the great needs in Anatolia today is a farm school, where, for a term of years, the impressionable youth may have better methods of agriculture brought into them. The revolution of 1908 was a positive and permanent gain and Turkey will never revert to the cruel despotism of Abdul Hamid," declared Alexander MacLachlin, president of the International college at Smyrna. Referring to the work of the college, he said that the institution had been self-supporting for seventeen of the nineteen years of its existence, and in that time nearly 2,000 men had studied there. The work in Japan was presented by Rev. C. Burnell Oida, Rev. George Allichin, Rev. Jerome D. Davis and President Tsukuru Harada of Kyoto.

COLONEL TALKS FOR BEVERIDGE

After Whirlwind Trip Across Indiana Ex-President Makes Long Address at Indianapolis.

COMMENDS POSITION ON TARIFF Declares Commission Plan is Solution of Question.

PROSPERITY NOT THE SOLE AIM Good in Itself, but it is Only Foundation of Life.

FURDUE STUDENTS CHEER HIM Victory in Air in Indiana, He Tells Things that Grew About His Train—Boost for Legislative Ticket.

INDIANAPOLIS, Oct. 13.—After a whirlwind trip across Indiana Theodore Roosevelt reached Indianapolis at 2:45 o'clock to make his principal speech of the day for United States Senator Albert J. Beveridge. On his arrival in Indianapolis Colonel Roosevelt was taken through crowded streets to Monument place, where he addressed a large crowd. He dwelt especially on the tariff, commending the stand taken on that issue by Senator Beveridge. "When the Roosevelt train reached Colfax the colonel spoke from the rear platform to a crowd which had gathered at the station. "I believe in material prosperity," Colonel Roosevelt said, "but I believe in it as a means of grace and not as an end in itself. Those of you who are familiar with the old time theology will understand that. I believe that material prosperity is absolutely necessary, but on it you must build a higher life. Prosperity will avail nothing if we do not have the right kind of citizenship. If you politics is crooked, in the end it will ruin the whole state." At Lebanon a fifteen-minute stop was made. A platform had been erected, but the crowd was so dense that he had to fight his way through it to get to the stand. "Senator Beveridge has stood for you at Washington," said the colonel. "He does not have to explain why he did not stand for you, because he did. He was true to his pledges." Students Yell for Teddy. LAFAYETTE, Ind., Oct. 13.—Another large crowd greeted Colonel Roosevelt here. The students of Purdue university started a yell for him as he appeared. The colonel standing on the stone railing of the Lincoln club said: "There is victory in the air here in Indiana. This is a contest against crooked politics and against crooked business. One thing I want to make clear to you is that the only way to support Senator Beveridge is to support the men on the legislative ticket with him." Referring to Senator Beveridge's attitude in regard to the Payne-Aldrich tariff bill, which the senator voted against, Colonel Roosevelt said: "The senator did not split off from his party; he merely stood by the bulk of the party." Loyalty to Party. CRAWFORDVILLE, Ind., Oct. 13.—"Loyalty to the principles of the party," said Colonel Roosevelt, "consists in applying those principles to present conditions. If a war should come we would need the spirit of Grant and Sherman, but we should use different methods and different tactics. It would be ruin to the nation if the soldiers declined to adopt the new methods. Our task today is to secure genuine popular rule and to drive the special interests out of politics. "We intend that there shall be a tariff to give proper protection, but we don't intend to show favoritism to any set of men. Three years ago Senator Beveridge introduced a bill for which the entire republican party will be a unit before the next presidential campaign. By that time everybody will have caught up. That bill provided for a tariff commission." Colonel Roosevelt explained the tariff commission plan. "I would like to see one thing added," he said. "When the commission is in operation it should be the duty of some

BEFORE THE SUPREME COURT

Arguments in Missouri Rate Case Are Nearly Over.

JUSTICE HUGHES ON THE BENCH Most Pass on the Opinion of Judge McPherson, Which Was Delivered at a Former Hearing.

WASHINGTON, Oct. 13.—By a coincidence the third case to be argued before the supreme court of the United States after Justice Hughes became a member of that tribunal was one in which a high compliment was paid to him as governor of New York. It involves the validity of the Missouri 2-cent passenger rate law of 1907. In the argument of the case in the United States court for the Western district of Missouri, attention was called to the fact that Governor Hughes of New York had vetoed a similar law in his state because the legislature had not given the matter sufficient consideration. It was argued the same thing applied to the Missouri law. "Governor Hughes had the moral courage to veto a measure of popular favor," said Judge McPherson, in holding the consideration of the legislature was immaterial in this case, "because, as he believed, the question had not been fully considered. But the relations of the governor to the proposed legislation and that of a court to legislation consummated are entirely different." Nevertheless, the judge held the law did not grant a reasonable return to the railroads. New Justice Hughes is to pass in judgment on the opinion of the judge. Arguments on the validity of the passenger law and the maximum freight law of Missouri, enacted in 1907, will be concluded today, according to arrangements entered into yesterday when the argument of the case was begun.

Senators Willard and Testify

WASHINGTON, Oct. 13.—Interest in the hearing conducted by the Interstate Commerce commission, concerning the proposed advance in freight rates by the railroad lines east of Chicago showed no diminution today. The statements in support of the increase in rates made yesterday by President James McCrea of the Pennsylvania Railroad company brought favorable comment from other railway officials.

Winners of Marathon Races Arrested on Charge of Stealing Lard and Butter.

CHICAGO, Oct. 13.—John Anderson, who claims he won the Norwegian Marathon race in 1901 and that he has ninety-nine medals and fifty-four silver cups won in long distance races, was held to the grand jury on a charge of burglary today. He waived examination in the municipal court and bail was fixed at \$500.

INDIANS ON THEIR WAY HOME

In the Show Business in Europe, They Return to Pine Ridge for Again. Take Up Routine Life. NEW YORK, Oct. 13.—Thirty-one Sioux Indians, enroute to the Pine Ridge agency in South Dakota, were brought in by the steamer President Lincoln, which arrived today from Hamburg.

Plenty of Officers, but Few Privates in Omaha Kid Army

After the skirmishes had deployed over the field and the engineers had thrown up a bridge over the unforgiving stream at Third and Poppleton, a temporary military post, the army under command of General Channing Jordan, aged 13, charged upon the enemy and drove headlong the forces of Chief Swenson, aged 12, and the defeated army rallied and returned to the attack but the Jordan janissaries were invincible, or so at least General Channing Jordan later recounted to his parents over the family dinner table. "We killed the Swenson army twice," said he. "Please may I have some more pudding?" All over Omaha the war game is going on in miniature. Go to any populous neighborhood and at the street intersection where the game has rendezvous or at the favorable vantage point, one will see small squads of boys going through the manual of arms, drilling in the school of the company, and at times reproducing the concluding feature of last week's maneuvers at Fort Omaha.



Former Governor Stanley Dies at Wichita Home

Hardening of Veins is Fatal to an Ex-Executive of the Sunflower State.

WICHITA, Kan., Oct. 13.—W. E. Stanley, former governor of Kansas, died at his home here this morning of hardening of the arteries from which he had suffered for four years. He had been afflicted also with intestinal trouble. Recently he was taken to a hospital to undergo an operation, but was not strong enough to withstand the shock, physicians said, and it was abandoned.

Senator Dolliver Still Improving

Absolute Rest is Now Demanded and Campaigning Must Be Abandoned This Fall.

FORT DODGE, Ia., Oct. 13.—Senator J. P. Dolliver spent a good night and is reported as somewhat improved today. The swelling of the stomach which caused the latter organ to interfere with the heart action has subsided. Reports of a leaking of one of the valves of the heart were denied at the residence.

BAD FALL OF JOHN ANDERSON

Winner of Marathon Races Arrested on Charge of Stealing Lard and Butter.

CHICAGO, Oct. 13.—John Anderson, who claims he won the Norwegian Marathon race in 1901 and that he has ninety-nine medals and fifty-four silver cups won in long distance races, was held to the grand jury on a charge of burglary today. He waived examination in the municipal court and bail was fixed at \$500.

Senators Willard and Testify

WASHINGTON, Oct. 13.—Interest in the hearing conducted by the Interstate Commerce commission, concerning the proposed advance in freight rates by the railroad lines east of Chicago showed no diminution today. The statements in support of the increase in rates made yesterday by President James McCrea of the Pennsylvania Railroad company brought favorable comment from other railway officials.

Winners of Marathon Races Arrested on Charge of Stealing Lard and Butter.

CHICAGO, Oct. 13.—John Anderson, who claims he won the Norwegian Marathon race in 1901 and that he has ninety-nine medals and fifty-four silver cups won in long distance races, was held to the grand jury on a charge of burglary today. He waived examination in the municipal court and bail was fixed at \$500.

INDIANS ON THEIR WAY HOME

In the Show Business in Europe, They Return to Pine Ridge for Again. Take Up Routine Life. NEW YORK, Oct. 13.—Thirty-one Sioux Indians, enroute to the Pine Ridge agency in South Dakota, were brought in by the steamer President Lincoln, which arrived today from Hamburg.

Plenty of Officers, but Few Privates in Omaha Kid Army

After the skirmishes had deployed over the field and the engineers had thrown up a bridge over the unforgiving stream at Third and Poppleton, a temporary military post, the army under command of General Channing Jordan, aged 13, charged upon the enemy and drove headlong the forces of Chief Swenson, aged 12, and the defeated army rallied and returned to the attack but the Jordan janissaries were invincible, or so at least General Channing Jordan later recounted to his parents over the family dinner table. "We killed the Swenson army twice," said he. "Please may I have some more pudding?" All over Omaha the war game is going on in miniature. Go to any populous neighborhood and at the street intersection where the game has rendezvous or at the favorable vantage point, one will see small squads of boys going through the manual of arms, drilling in the school of the company, and at times reproducing the concluding feature of last week's maneuvers at Fort Omaha.

Begin to advertise for a private servant tonight.

The desirable ones are reading The Bee want ads every morning and night.

If you have anything to offer them worth while, tell them so in one of these little treasures.

They will get there quick enough. They will suit you.

If you can't come to the office call Tyler 1000 and a cheerful staff will attend to your wants.

KELLOGG CLOSES THE ARGUMENT

Former Prosecutor of Standard Oil Company Answers Watson's Statement in Merger Case.

TAKES UP THREE PROPOSITIONS Deals with Various Phases of Competition Between Railroads.

SPOONER TALKS WITH JUDGES Denies System Compelled to Use Another Road Can Be Competitor.

HYPOTHETICAL QUERY REJECTED Does Not Admit Through Route is Competitor if It Uses Rails of Independent Company for Portion of Distance.

ST. PAUL, Oct. 13.—Frank B. Kellogg, who prosecuted the Standard Oil company in one of the most famous legal battles ever waged in the United States courts, is today presenting the closing arguments of law and fact in the Union Pacific merger case which has occupied the attention of the entire federal bench of the judicial court since last Monday. When D. K. Watson of Pittsburgh concluded his brief argument for H. C. Frick the crowd exceeded the capacity of the court room. Mr. Kellogg answered the arguments of Mr. Watson, who preceded him, and asserted that H. C. Frick, one of the individual defendants, had in no way been a party to the conspiracy alleged in the bill to monopolize the transportation facilities from river terminals to the Pacific coast. "Takes Up Three Propositions. Mr. Kellogg then stated that through his argument he would deal primarily with three distinct propositions. The suppression of competition between the natural competitors as prohibited by the Sherman anti-trust act. Competition between railroads naturally competitive as the settled policy of the nation. The ownership by one railroad of the stock or any part of the stock of a competing railroad in suppression of competition and therefore in suppression of trade and commerce. Senator Spooner and Judges Barnard and Hook engaged Kellogg today over questions asked yesterday during the senator's argument. "I must confess," said Mr. Spooner, "that I did not grasp the hypothetical question propounded by the court yesterday. Possibly the infirmities of age are telling on me. Since then I have had a transcript of the question made and am now prepared to answer it." Repeats Former Question. Judge Barnard then repeated the question as to whether the Central Pacific from Ogden to San Francisco were owned by an independent company and the New York Central in 1901 carried seaboard freight from New York to Chicago, and the through route might not be considered a competitor of the Southern Pacific. "Not necessarily," said the senator. "The next question, if you had admitted that competition," said the judge, "what is the difference between that situation and the situation in this case?" "I maintain," said Senator Spooner, "the integrity of this proposition, that a railroad so connected with another that it cannot reach, say San Francisco, except over the rails of the other company, has no power to make competitive rates, and cannot be regarded in any sense as a competitor." Railroad Presidents Testify. WASHINGTON, Oct. 13.—Two presidents of great American railroad systems today contributed their views, or reasons for, the proposed advance in freight rates by the roads in eastern trunk line territory at the investigation into the proposed tariffs by the Interstate Commerce commission. The witnesses were President Daniel Willard of the Baltimore & Ohio Railroad company, and President W. C. Brown of the New York Central lines. Both of the officials presented, from their viewpoint reasons in justification of the advances in freight rates. Marked similarity characterized the statements of both President Willard and President Brown. Neither placed the responsibility for the proposed increase in rates wholly upon recent advances in wages, although both asserted that the wage increase had been an important factor. President Brown declared that improvements in equipment and betterment of railroad properties to furnish adequate transportation facilities could be accomplished only through an increase of the freight income. He said that under present conditions, it had been shown to be impossible to obtain the money necessary to make the proposed improvements and betterment of railroad properties to furnish adequate transportation facilities could be accomplished only through an increase of the freight income. He said that under present conditions, it had been shown to be impossible to obtain the money necessary to make the proposed improvements and betterment of railroad properties to furnish adequate transportation facilities could be accomplished only through an increase of the freight income. He said that under present conditions, it had been shown to be impossible to obtain the money necessary to make the proposed improvements and betterment of railroad properties to furnish adequate transportation facilities could be accomplished only through an increase of the freight income.

NO CHANGE IN CHURCH NAME

Question Up Before General Convention of the Episcopal.

MUCH BUSINESS IS IN SIGHT Proposition to Amend Laws Relative to Marriage and Divorce is One of the Questions to Be Acted Upon.

CINCINNATI, O., Oct. 13.—The question of changing the name of the church to the Holy Catholic church was on the program to be brought before the general Protestant Episcopal convention today. It was expected the matter would come before the house of deputies through the report of the committee on the title page of the prayer book, scheduled to make its report.

Majority and minority reports had been prepared by the members of the committee. The majority report did not favor changing the name, and asked that the committee be dismissed. The minority report recommended that the name be changed to the "Holy Catholic church."

The resolution adopted by the house of bishops appointing a committee to the office for union of the stock also was expected to come before the lower house. "This matter already had been discussed by that body and failed of passage through the disagreement of the clerical and lay deputies. If it reverses its former action a committee will be appointed to consider the matter and bring in a report at the New York convention in 1913.

One of the first matters taken up by the house of bishops was a proposal to change the laws of the marriage and divorce. These are known as canons thirty-eight and thirty-nine. A canvass of the members of the body made it appear that the marriages in which either party had been divorced will be abolished in the church. As the canons stand the innocent party in a divorce on the ground of adultery may be married by a member of the Episcopal church. It is thought this regulation will be repealed.

SUMMER WHITE HOUSE EMPTY

President Taft Will Close Vacation Season by Playing Golf Today and Tomorrow.

BEVERLY, Mass., Oct. 13.—A comparatively long list of callers at the summer White House today marked the end of the season at Beverly, practically so far as business engagements are concerned. Friday and Saturday have been left free for the pleasure of President Taft, who will devote them to golf and motoring.

Secretary Norton departed tonight for his home in Chicago to register. The president will go to Cincinnati to vote on November 5. Colonel George W. Goethals, engineer in charge of the Panama canal, came to Beverly today to talk over Panama problems. President Taft has not yet definitely made up his mind about going to Panama in November.

General W. F. Buxby, chief of engineers of the United States army, who is in charge of the proposed work of raising the bulk of the old battleship Maine in Havana harbor, saw the president today.

Senator Aldrich Returns. NEW YORK, Oct. 13.—United States Senator Nelson W. Aldrich, who with members of his family has been in Europe for a month, returned today.

DAY OF SOME ANXIETY IN SPAIN

Anniversary of Execution of Ferrer Passes Without Incident or Unsettling Demonstration.

MADRID, Oct. 13.—Today was the first anniversary of the execution of Prof. Francisco Ferrer, founder of the modern school at Barcelona, who was convicted of having conspired against the government and brought about the rebellion in the summer of 1909.

The day had been dreaded by the anthropologists, as the free thinkers, socialists and republicans had planned Ferrer demonstrations that might easily lead to bloodshed. Up to early afternoon no untoward incident had occurred.

MONEY NEEDED FOR CANAL

Forty-seven Millions Will Be Required for Construction Work Next Year.

WASHINGTON, Oct. 13.—It is estimated that \$7,500,000 will be required to continue the construction of the Panama canal during the fiscal year, beginning July 1 next.