NEWS SECTION
PAGES 1 TO 8

THE OMAHA SUNDAY BEE.

WEATHER FORECAST.
For Nebraska—Fair.
For Iowa—Fair.
For weather report see page 2.

VOL. XL—NO. 20. OMAHA, SUNDAY MORNING, OCTOBER 30, 1910—FORTY-FOUR PAGES. SINGLE COPY FIVE CENTS.

JERSEY CITY IS SCENE OF A RIOT

Laboring Men and Police Engage in a Battle on the Streets.

HUNDRED OFFICERS FACE MOB

Fire Volley After Volley Into Ranks of Strike Sympathizers.

SHOWERS OF BRICKS AND STONES

Ten Thousand Persons Take Part in the Disturbance.

SCORES OF INJURED REPORTED

Effort Made to Induce Governor Fort to Call Out Militia—Express Companies Place Rifles in Hands of Its Men.

NEW YORK, Oct. 29.—(Special Telegram.)—The strike of express company drivers and helpers, which has been daily growing more serious, today resulted in a fierce battle in Jersey City, in which 100 policemen faced an angry mob of 10,000 strike sympathizers and fired volley after volley at them. The fusillade of bullets was followed by an attack with clubs, in which scores of persons were laid low.

The riot began at Montgomery and Hudson streets, Jersey City, when the police escort attempted to take the two Adams express wagons to the Erie railroad ferry. Along the route from the express company's stables at York and Henderson streets there was a battle between the police and the strikers and their sympathizers.

No More Scoring.

Mob Uses Bricks and Stones.

The shooting did not commence until almost within two blocks of the ferry, at Henderson and Montgomery streets, where the mob began to rain down bricks, cobblestones and railroad iron from roofs and windows.

Before Hudson street was reached two patrol wagons had been filled with those struck down by the policemen's clubs and guns. It was a terrific battle, every inch of the mile from the stables.

The policemen on foot formed a solid phalanx around the two wagons and they marched with drawn clubs and revolvers. Twenty mounted men led the procession.

The strike spread today and the hostile nature seemed to increase.

A general strike of teamsters and chauffeurs is also threatened.

Strikers Are Inflamed.

The activity of the police today in suppressing the rioting seemed to inflame the strikers.

Pressure is being brought to bear to induce Governor Fort to call out the state militia if the rioting continues.

The Wells Fargo and Adams Express companies manned their wagons in Jersey City with guards armed with repeating Winchester rifles.

In Manhattan every express wagon was guarded by two mounted policemen. About 1,000 drivers and helpers in Long Island express companies joined the striking expressmen today. This brings the number up to about 5,000 out.

MINNEAPOLIS GAINS HEAVILY BY THE CENSUS

Population is 301,408, Being an Increase of 48.7 Per Cent Over 1900.

WASHINGTON, Oct. 29.—The population of Minneapolis, as enumerated in the thirteenth census, announced tonight by the census bureau, is 301,408, an increase of 98,690, or 48.1 per cent, over 202,718 in 1900.

TWO STORES BURNED AT GRAF

Johnson County Village is Visited by a Fire Early Saturday Morning.

TECUMSEH, Neb., Oct. 29.—(Special Telegram.)—Two store buildings were burned at the little town of Graf east of Tecumseh early this morning. The one-story frame building owned by Lougraf, and occupied by H. E. Merkle with a stock of general merchandise, and a store building, the property of the estate of A. Somberg of Omaha, with goods belonging to the Merkle store were completely destroyed. The only thing Mr. Merkle saved was his books. The fire started in the Somberg building, and the cause is unknown. The town is without water works and a bucket brigade prevented the spread of the flames. Mr. Merkle's stock was worth $2,500 and his insurance was $2,000. The Lougraf was worth $2,000 and was insured for $700. The Somberg building was worth $200, insurance unknown. Mr. Merkle expects to re-engage in business in Graf, reported that the man secured some cash from his newly made friends and has left for newer and more productive fields. No one, however, has lost a large amount, and probably the fakir will be allowed to go unmolested.

WELCOME TO MME. BERNHARDT

Suffragettes Sprinkle Pathway of Actress with Great Yellow Chrysanthemums.

NEW YORK, Oct. 29.—Fifty Joan D'Arcs suffragettes sprinkled great yellow chrysanthemums along the path of Mme. Sarah Bernhardt as she walked down the gangplank of the French liner La Provence today. The minute she stepped upon the pier there was a great rush and the French actress was soon being hugged, kissed and welcomed to America as "one of our own dear sisters." Captain Pouncelet of the steamer had ordered his crew to line up and they set up a hearty cheer.

Verdict for Dempster Mill Company.

SIOUX FALLS, S. D., Oct. 29.—(Special.)—The jury in the United States court which heard the evidence in the case of C. A. Spurling against the Dempster Mill Manufacturing company, of Nebraska, after being out for a time returned a verdict in favor of the company. The plaintiff sought to recover damages in the sum of $15,000 for injuries received by falling down an elevator shaft in the Sioux Falls branch house of the company. The case was first tried nearly a year ago, the jury at that time being unable to agree.

Express Strike is Fight for an Open Shop

Most Unusual Demand Made by Men Out in New York and Jersey City.

NEW YORK, Oct. 29.—An unparalelled feature of the express strike which has tied up thousands of dollars' worth of perishable freight in the Jersey City and New York terminals is that it is a fight for an open shop. Primarily the organization of "helpers" struck for a wage increase of $5 per month. But a second demand, unprecedented in labor annals, is that there shall be no discrimination against nonunion men.

"As you put it," said Vice President Valentine Hoffman of the International Brotherhood of Teamsters, "it is a strike for the open shop, strange as it may seem. There are many hundreds of the men who do not belong to the union—mainly because we have not had the time to approach them. It is to protect these men that the demand is made that no discrimination be shown against nonunion men."

For the first time since the strike began ten wagons of the United States Express company were driven through Jersey City and Hoboken today. Beside each driver sat a private detective with a rifle at his side. Meanwhile the Wells Fargo company brought strike breakers over from Manhattan in taxicabs. About the company's stable, where they were landed, there was a strong guard of private detectives.

There were renewed disorders this afternoon in Manhattan in connection with the strike. Several hundred men at Forty-second street and Third avenue attacked five trucks from the Westcott stables, hurling bricks, stones and bottles at the men in the vehicles. The police drove off the mob.

Railroads Lose on Short Hauls

This is Testimony of Statistician of the Santa Fe Railroad Company.

CHICAGO, Oct. 29.—Testimony taking by the Interstate Commerce commission in the railroad rate hearing is expected to come to a close Monday for the western carriers' division of the inquiry. The commission today adjourned till Monday morning, with the understanding that not more than two or three hours would be taken up by the additional rebuttal testimony now being introduced by the carriers.

Today's session was devoted by the carriers to last efforts to convince the commission of the necessity of the proposed advance in freight rates. C. G. Burnham, vice president of the Burlington road, one of the chief rebuttal witnesses, testified that the added revenue to his road from coal alone, under the proposed rates would be $150,000.

James Peabody, statistician of the Santa Fe road, was the first witness put on the stand in rebuttal by the railroads. Mr. Peabody said his road lost on short hauls as compared with long hauls.

Vice President Burnham said his company had decided that an increase in rates was necessary when it was discovered that net earnings were decreasing. The latter was in part due, he said, to the granting of increased wages to employes.

Commissioner Lane asked if it was true that the advances at present contemplated were merely the forerunners of another. Attorney Davies of the Burlington answered that only the future could tell.

Pemberton-Clark Jury Discharged

Panel is Out Forty Hours and Takes Thirty Ballots—Case Will Be Retried.

SPRINGFIELD, Ill., Oct. 29.—The jury in the Pemberton-Clark legislative bribery case, after battling over a verdict as to the guilt or innocence of the accused legislators, at noon today reported to the court they were unable to reach an agreement and was discharged.

The jury was given the case at 4:50 o'clock Thursday afternoon and was out nearly forty hours. In all there were thirty ballots taken, the first standing six for conviction and six for acquittal. Until this morning the jury stood evenly divided and on the twenty-eighth ballot two more jurors voted with those who had held out for conviction from the start.

State's Attorney Burke, following the discharge of the jury, declared the case would be retried at once and would probably be the first criminal case set for the November term of the Sangamon count circuit court.

GIRL KILLED BY CAPSTAN

Machine Suddenly Released Sweep Revolves with Deadly Effect Near Columbus.

COLUMBUS, Neb., Oct. 28.—(Special Telegram.)—Anna, the 11-year-old daughter of Mr. and Mrs. Otto Ernst, was instantly killed today by being struck on the head with the sweep of a capstan used for pulling a ditching plow. The work had been completed and the workmen were removing the cable, when it caught and caused the team to give a hard pull. The cable suddenly released and threw the sweep around, striking the child on the back of the head, killing her instantly. Her brother, Hector, aged 6 years, who was with her, was struck a glancing blow by the sweep and rendered unconscious for several hours. The accident occurred four miles southwest of this city on the farm occupied by Mr. Ernst.

STRAUS WISHES TO RETIRE

Ambassador to Turkey Indicates that He Does Not Wish to Return to East.

WASHINGTON, Oct. 29.—While Oscar Straus, the American ambassador to Turkey has not resigned, he has indicated to the State department that he does not desire to return to his post. Mr. Straus is in this country on leave of absence. Whether Mr. Straus will be asked to remain in Constantinople has not been determined.

Hitchcock Convicted by the Original Documents

Neb. State Historical Soc

When Edgar Howard charged him with being a beneficary of the Bartley shortage, Hitchcock retorted, "You're a liar." When Howard came back with a letter asking Bartley for the renewal of a note, Hitchcock falsely pretended he had innocently borrowed of a bank.

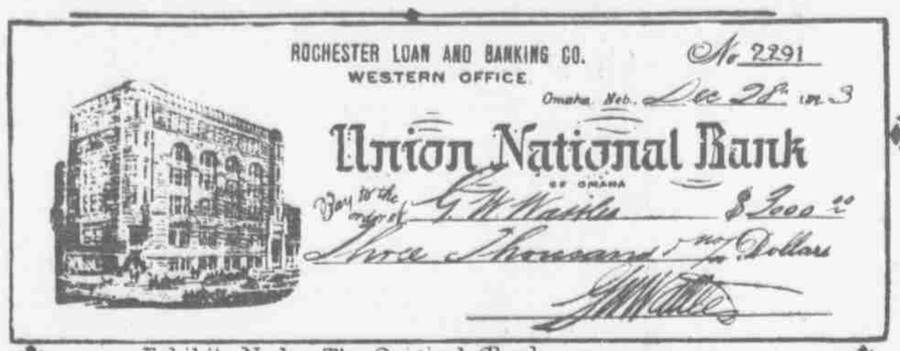
ROCHESTER LOAN AND BANKING CO.
WESTERN OFFICE.
No. 2291
Omaha, Neb. Dec 28 1893
Union National Bank
OF OMAHA
Pay to the order of G. W. Wattles $3000.00
Three Thousand & no/100 Dollars
G. M. Hitchcock

Exhibit No. 1. - The Original Check

Pay G. W. Wattles or order
G. M. Hitchcock
Pay G. W. Wattles or order
G. W. Wattles
Geo. Hitchcock

EXHIBIT NO. 2 - ENDORSEMENTS ON BACK OF ORIGINAL CHECK.

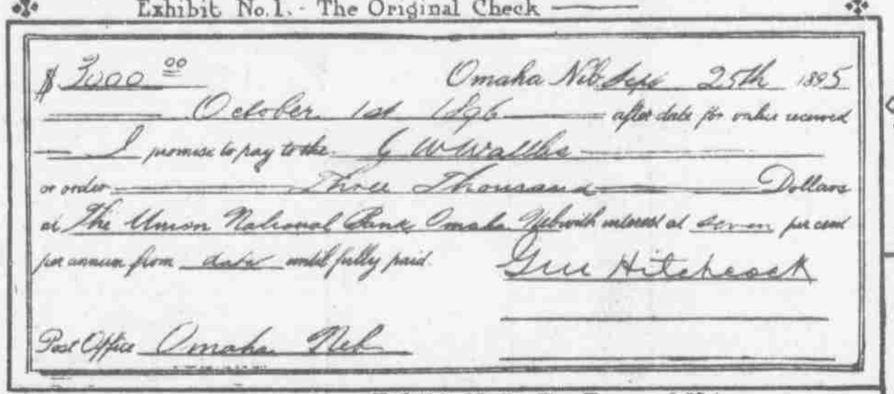
$3000.00 Omaha Neb. Sept 25th 1895
October 1st 1896 after date for value received
I promise to pay to the G. W. Wattles
or order Three Thousand Dollars
at The Union National Bank Omaha Neb with interest at Seven per cent
per annum from date until fully paid. Geo Hitchcock
Post Office Omaha Neb

Exhibit No. 3 - The Renewal Note

Pay _____ or order
without recourse on me
G. W. Wattles

EXHIBIT NO. 4 - ENDORSEMENT ON BACK OF RENEWAL NOTE

TRACINGS REPRODUCING ORIGINAL PHOTOGRAPHS

In 1901, on the unsupported assertion of Bartley still in prison, Mr. Hitchcock and his World-Herald forced the withdrawal of H. L. Goold, republican nominee for university regent, because he had borrowed $1,000 from Bartley, of which half remained unpaid.

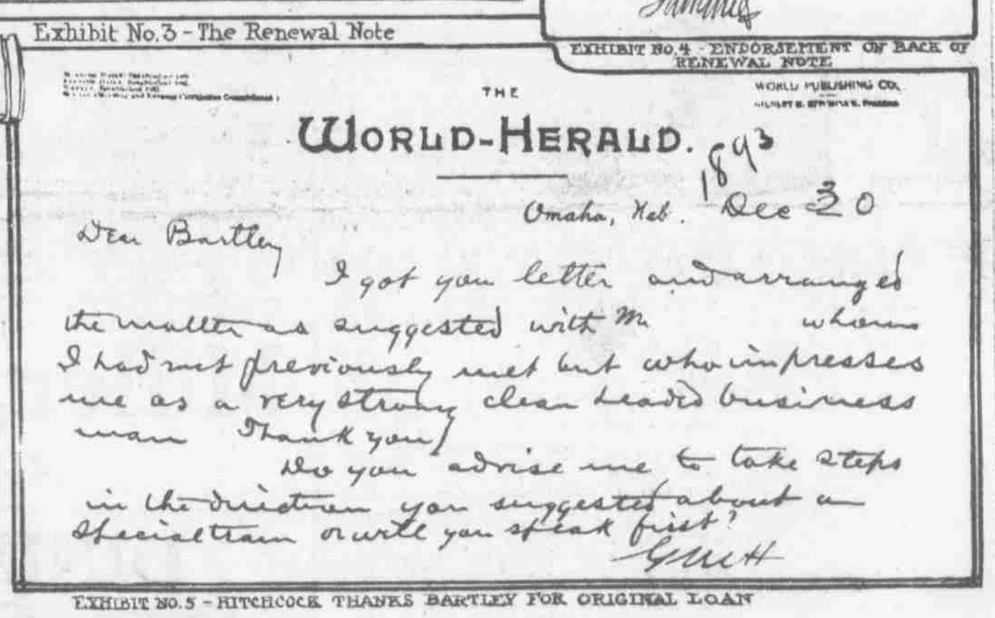
THE WORLD-HERALD.
WORLD PUBLISHING CO.
Omaha, Neb. Dec 30 1893
Dear Bartley
I got you letter and arranged the matter as suggested with Mr. ——— whom I had not previously met but who impresses me as a very strong clear headed business man. Thank you.
Do you advise me to take steps in the direction you suggested about a special train or will you speak first?
G. M. H.

EXHIBIT NO. 5 - HITCHCOCK THANKS BARTLEY FOR ORIGINAL LOAN

FICTION

Hitchcock's Confession in World-Herald October 17.

"Second. I repeat my previous declaration that I never borrowed state funds and do not owe the state treasury any money.

"Tenth. Except for the original loan I made of Bartley when he was a banker and money-lender, as well as state treasurer, which I have described above, I never borrowed any money of him. The only other claim he ever had against me I set forth in paragraph twelve.

"Twelfth. One of those individuals, in making a settlement with Bartley, turned over to him a note for $3,000 which I had given to that banker and secured by a second mortgage. I did not know that the note and second mortgage had been transferred by the banker to Bartley until several years later when the first mortgage on the property was foreclosed and the property sold. It did not bring enough to satisfy the first mortgage. I lost the property, the owner of the second mortgage lost his security and the loan company secured a deficiency judgment against me. Later on when Bartley was pardoned out of the penitentiary he demanded payment of the $3,000 second mortgage note which he had purchased, but which had not only been foreclosed in court when I lost the property, but outlawed by the statute of limitations. I demanded to know how he had come into possession of it and he wrote me the following letter:

"'In reply to your request for a statement as to the manner in which I secured your note I will state: In January, 1903, I opened a personal account at his bank. It was in my own name and contained my private funds. In December of the same year there was drawn out of this account $3,000 represented by your note, which you made to ——— and which he later turned over to me. The money, therefore, was from my own personal private account. (Signed) J. S. BARTLEY.'

"In the above letter I am inclined to think Bartley intended to say that he opened his private bank account in 1893, although his letter reads 1903. I do not care which date he intended. If it was 1893, he bought my note of the banker several years before he became a defaulter, and bought it, as he says, from his private funds. If it was, as he states, in 1903, then it was years after the mortgage was foreclosed and the note outlawed, and at a time when he had nothing but a personal account and had been out of office six years. In any event, the note was outlawed when Bartley demanded payment of it. It was not a legal obligation, nor was it a transaction between Bartley and me. I had already lost in the mortgage foreclosure much more than the note represented. Nevertheless, I turned over to R. L. Metcalfe, the editor of the World-Herald and also a friend of Bartley, the adjustment of Bartley's outlawed claim and they settled it, the note being surrendered.

GILBERT M. HITCHCOCK.

FACT

Verified by the Documents and Records.

First. In January, 1893, Joseph S. Bartley took charge of the state's money, having beeen elected state treasurer on the republican ticket with the apparent opposition of the democratic World-Herald then, as now, owned and edited by Gilbert M. Hitchcock.

Second. On December 28, 1893, in the wake of the disastrous panic, when neither banks nor bankers were making new loans to anybody, G. M. Hitchcock came to G. W. Wattles in the Union National bank with a letter from Bartley telling him to let Hitchcock have $3,000 of the money on deposit to Bartley's account and to take Hitchcock's note for the same. To accommodate Mr. Hitchcock, then to him a total stranger, Mr. Wattles drew a check to himself for $3,000 (Exhibit 1) and then and there endorsed it over to Mr. Hitchcock, who later wrote his name on the back of it and had it cashed in. (Exhibit 2).

Third. The check, presumably Sunday and New Year's day intervening, was presented and paid January 2, 1894, being stamped with the dater and marked, "Charge account J. S. Bartley, Treas." (Exhibit 2). Entries on the books of the bank are said to correspond.

Fourth. The note for $3,000 given by Mr. Hitchcock December 28, 1893, was as per "arrangements," immediately endorsed over to Bartley by Wattles without recourse.

Fifth. Having got the money by means of Bartley's letter, Hitchcock two days later, on December 30, 1893, wrote to Bartley expressing his gratitude as follows: (Exhibit 5).

OMAHA, Neb., Dec. 30.

Dear Bartley: I got your letter and arranged the matter as suggested with Mr. ———, whom I had not previously met, but who impresses me as a very strong, clear-headed business man. Thank you.

Do you advise me to take steps in the direction you suggested about a special train, or will you speak first? G. M. H.

Sixth. Observe that Hitchcock says he "had not previously met Mr. Wattles." Observe that he says nothing about a second mortgage security. Observe that he says "Thank you" to Bartley, not "Thank you" to Wattles.

Seventh. The note that Hitchcock gave for $3,000 borrowed from Bartley in 1893 matured and became past due. It was renewed finally September 25, 1895 (Exhibit 3), with the same endorsement without recourse (Exhibit 4) on the back.

Eighth. Then after the loan had run two years does the worthless second mortgage for the first time appear. Hitchcock acquired from Wattles by some sort of trade a piece of real estate subject to a $10,000 first mortgage. To cover up the deal with Bartley a worthless second mortgage for $3,000 was made out and recorded again in the name of Wattles, who, however, had no interest in it.

Ninth. Although within a few months after the note became due, Bartley proved to be a defaulter and was sent to the penitentiary for failing to turn over the state's money loaned to Hitchcock, Hitchcock made no effort to pay either principal or interest. Bartley was in prison when the note outlawed and he was in prison, also, when the foreclosure suit was instituted.

Tenth. When Bartley, after liberation, demanded repayment of the note Hitchcock repudiated the debt, which now, with interest, amounted to nearly $5,000, setting up the statute of limitations, and then through Metcalfe compromised it for about 10 cents on the dollar.

WHITE WINS THE BENNETT TROPHY

In Addition to the Cup, the Englishman Carries Off a $5,000 Cash Prize.

BIRD-MEN MAKE SWIFT FLIGHTS

Winner Goes at a Speed that Exceeds Mile Per Minute.

ALL RECORDS ARE SMASHED

Flying So Fast that Visiting Aviators Put in a Protest.

FLOCKS OF PLANES IN THE AIR

Many Minor Accidents, Le Blanc Crashing Into a Telegraph Pole and Latham Comes Close to Dropping Into Crowd.

NEW YORK, Oct. 29.—(Special Telegram.)—Claude Grahame-White, the English flier, won the James Gordon Bennett international trophy at the international aviation tournament today. With it goes a cash prize of $5,000. The time made for the twenty rounds of the long course—a distance of 62.1 miles—will likely stand as a mark to be flown at for some time to come. He made the distance in a twenty-mile wind in 1 hour, 1 minute, 4⅘ seconds. This is flying at a rate of more than a mile a minute over a course which is considered so dangerous that the visiting teams lodged a protest against it.

Late in the afternoon the three men of the American team appeared, although the wind was then blowing sixty miles an hour. They had delayed until the last minute in the hope that it would moderate.

J. Armstrong Drexel, the Philadelphian, made seven rounds of the course in 26 minutes, 4.08 seconds.

John B. Moissant of Chicago covered only six rounds in 23 minutes, 26.37 seconds.

Both men saw that it was hopeless to try to compete against the fast time made by Grahame-White earlier in the day, when they were handicapped by the necessity of fighting a gale.

Moissant was blown off the course in his last turn to the home stretch, taking a wide circle over the grandstand and landing on the field.

Charles Hamilton, the driver of the 100-horse power Hamiltonian, managed to get in the air twenty-five minutes before the bomb sounded the hour of 3:32, when entries closed. But, in the face of the wind, he could not cross the starting line before the bomb exploded.

James Radley, the remaining member of the English team, also got up, but too late to compete. He returned to earth again and went to the stable.

Latham and Moissant ascended again at 4:30 o'clock. Although Grahame-White had won the cup for England, aviators were anxious to finish their twenty laps of the course.

The morning's running of the event was sensational in the extreme. Two men, Alfred Le Blanc and Walter Brookins, of the French and American teams, respectively, met with accidents. Running out of gasoline, Le Blanc lost control of his flyer and crashed into a telegraph pole. He cut off the pole sharp and smashed his machine so it will be useless for some time to come. He escaped with slight injuries. Brokins, driving a Wright baby racer, had engine troubles just as he got up. Four of the eight cylinders missed fire and, lacking driving power, the plane crashed to the earth.

All Kinds of Trouble.

Brookins was painfully, but not dangerously hurt. Alexander Ogilvie, the Englishman, completed the twenty laps, but in the slow time of 2 hours, 6 minutes, 36⅘ seconds. He had engine trouble and had been forced to descend to "cooper" up his engine. Hubert Latham, in his Antoinette, gave a brilliant performance for fifteen rounds, when the wind swept his machine out of control. He came within ten feet of the crowd that ran frantically to shelter on the grandstand lawn. He refused to continue longer, fearing that an accident might occur when rounding the dangerous curve just before reaching the grandstand. He had not been making time to equal that of Grahame-White.

In the afternoon Hoxsey and Johnstone, the two representatives of the Wright stable, made a flight for altitude. The high wind prevailing made it dangerous to continue, however, and they returned to earth after being in the air about half an hour, in which time they mounted to about 2,000 feet. They made spectacular descents, volplaning to the ground from this altitude. Both were cheered for their daring by the spectators.

Shortly after 4 o'clock Hoxsey and Johnstone again tried for altitude. The conditions were against them, however, and it was not thought they would attempt much more than an exhibition flight.

In the last half hour of time and in the final desperate effort to retain the cup, Moissant, the dare-devil Nicaraguan colonel from Chicago, shouted: "I'm going to give Grahame-White a race."

Drexel Also Ready.

"Then I'll go too," said Armstrong Drexel who made a world's record for altitude on the other side of the water that stayed until Wynmalen beat it.

Little Charlie Hamilton, pale and writhing with pleurisy, heard his American mates were to start.

"Pull her out," he yelled at his mechanicians. "I'll go too."

He had engine trouble, however. The last moment he could make an official start was 3:32 p. m. His mechanics worked desperately to get him away. "I hope Hamilton don't try it," said James Bradley of the English team, "if he tries to fly in this sixty-two-mile-an-hour gale with that machine of his, he'll break his neck."

After he had been patched up at the hospital after his fall, Le Blanc stamped up and down in front of the hangers smoking a cigarette. Now and then he turned to scowl at one of his mechanicians. They avoided their master's eye and went about with the air of a dog that has been caught robbing a nest.

"He," said Le Blanc, gesturing with his cigarette. "He did it. He did not give me enough of the petrol."

"Then it was not altogether the dangerous course that caused your accident?"

"Oh, la, la," replied Le Blanc in broken English.

"I did not say the course caused my fall. The course is bad, yes, desperately bad. But I—I am an aviator, sir. I make the round in no trouble from the dangerous course, but this man, he did not gave me