

DYING AFFIDAVIT IN SUGAR INQUIRY

Deathbed Statement of Gustave Kissel, Associate of Adolph Segal, Is Read. HE DENIED ALL WRONG DOING

Man Accused of Selling Out to Trust Says Allegation Is False. TRAFFIC MANAGER ON THE STAND He Says Prosecutions of 1906 Killed Two Men. DENIES RECEIVING REBATES

WASHINGTON, July 11.—A deathbed affidavit of Gustave Kissel of New York, indicted jointly with former officers of the American Sugar Refining company on charges of conspiracy to restrain trade through the absorption of the Pennsylvania Sugar Refining company in 1905, was introduced today when the house sugar trust committee resumed its inquiry.

The affidavit, never before made public, was submitted by T. S. Fuller, counsel for the sugar trust, upon request of William H. Guthrie, Kissel's attorney, and members of Kissel's family.

"The affidavit," said Mr. Fuller, "was taken in the hospital in New York, a few days before Kissel's death last April, when he realized that he probably would not live to go to trial on the indictment."

Kissel's statement was that he had expressed a desire to testify under oath before the federal grand jury regarding his connection with the \$1,250,000 loan made by the American Sugar Refining company, through him to Adolph Segal of Philadelphia, on which transaction Kissel's indictment was based, but that he had been indicted before he had an opportunity to testify.

Conscious of his "dangerous" illness, Kissel made this declaration: "The charge made in the indictment that I entered into a conspiracy with the directors of the American company or anybody else in any way or form, to untrue and the allegations that I deceived Mr. Segal at any time or in any way and that I wrongfully and unlawfully endeavored to injure him financially and to hinder his paying his debts and to prevent the Pennsylvania Sugar Refining company from engaging in business are without foundation or support in the facts and directly in conflict with the truth. I did everything in my power in good faith to assist him financially and to help him pay off the loan and start the refinery, and my financial interests were at all times with him and not with the American company."

Kissel admitted voting to close down the Pennsylvania Sugar Refining because it required too much money to operate.

Robert M. Parker, traffic manager of the American Sugar Refining company, was the first witness today. He declared the sugar trust had no advantage over competitors in railroad rates in New York. He was interrogated regarding prosecution of railroad and sugar trust officials in 1906 for rebating.

"That case killed two men," said Parker. "Who?" asked Chairman Harwood. "Guthrie and Pomeroy of the New York Court died after they were indicted."

Michigan Cities Are Being Destroyed by Raging Flames

La Has Been Destroyed and Fire's Burning Cheboygan, According to Dispatches.

Alleged Letter from Dick to Dick is Still Missing

Text of Note Woman Magazine Writer Says She Found in Files of Interior Department.

WASHINGTON, July 11.—Washington is awaiting with much interest the story to be told tomorrow before the house committee on expenditures in the interior department by Miss M. F. Abbott, who claims to have copied from the files of the interior department a letter from Richard S. Ryan to the then secretary, Richard A. Ballinger, showing that Ryan sought the aid of Charles P. Taft in securing President Taft's approval of the opening of the water front on Controller Bay, Alaska. The committee was not in session today.

Up to this time Miss Abbott appears to have been the only person to have seen the mysterious letter. Secretary Fisher has said that a thorough search of the department files failed to reveal such a letter. President Taft has stated that he had never talked with his brother about Ryan or Controller Bay, and it is announced that neither the files at the White House nor those in the office of Charles P. Taft show any correspondence on the subject.

Ashmun Brown, former secretary to Mr. Ballinger, from whom Miss Abbott claims to have secured the letter, has denied absolutely any knowledge of it. According to published accounts Miss Abbott will testify that she found attached to a typewritten letter from R. S. Ryan to R. A. Ballinger, dated June 13, 1910, this note or prospect:

Dear Dick: I want to see the president the other day about this Controller Bay affair. The president asked me whom it represented, I told him, according to our agreement that I represented myself. But that did not seem to satisfy him. So I sent for Charlie Taft and asked him to tell his brother what I represented. The president made no further objection to my claim. Yours, DICK.

The inquiry promises to be a long one. Charles P. Taft, brother of the president; Daniel Guggenheim, head of the Alaskan syndicate; Frank H. Hitchcock, postmaster general; Walter L. Brown, secretary of the interior; Richard S. Ryan, the alleged promoter, and a large number of land office clerks.

Three Detectives Testify in Trial of Camorrist

Officers Disguise Themselves as Gentleman, Brigand and Clerk in Gathering Evidence. VITERBO, Italy, July 11.—One of the most interesting of the state's witnesses in the trial of the Camorrist appeared today in the person of Captain Fabroni of the carabinieri of Naples. With Marshal Caputo and Marshal Ferraro, also of the carabinieri, he did detective work against the Camorrist under the direction of the ministry of justice. The work of these three men was remarkable. Ferraro, the gentleman and mingled with the aristocratic friends of Giovanni Caputo, the head of the Camorra, and finally obtained the confidence of Giovanni Abbatemaggio, from whom he learned the secrets that led to the informer's confession.

Misses Conrad and Graham Are Held

Young Women Who Shot W. E. D. Stokes Must Answer to Charge of Felonious Assault.

NEW YORK, July 11.—Ethel Conrad and Lillian Graham, who on June 5 shot W. E. Stokes, the millionaire, in their apartment, were held in \$5,000 bail today for the grand jury on a charge of felonious assault. Magistrate Froschi, in deciding to hold the two girls for the grand jury, stated that he would ignore the elements of insanity in the case. He said a prima facie case had been made out and that no defense had been offered, and therefore there was nothing left for him to do but to hold the young women.

GATES IS CRITICALLY ILL

Physicians of American Financier Sick in Paris Say He Is Worse.

PARIS, July 11.—The condition of John W. Gates, the American financier, was worse today and his physicians said that their patient was in a critical state.

UTAH'S SENATOR ROASTS RECALL

Sutherland Freely Criticizes Arizona Constitution and Comments on Its Application.

PEOPLE NOT READY TO LEGISLATE Public Would Not Give Sufficient Time to Act Wisely.

LACKING IN SPECIAL TRAINING Will Not Master Details Necessary to Act Intelligently.

POWER OF COMPROMISE ABSENT Initiative and Referendum Should Not Be Given "Hysterical Extension," as Proposed by "Insurgent Southwestern."

WASHINGTON, July 11.—To an "amiable band of insurgents and southwesterers," all efforts in behalf of the initiative, referendum and recall provisions of the Arizona constitution were traced by Senator Sutherland of Utah today. He addressed the senate in opposition to the approval of that instrument by the senate. He was not accepting the application of the referendum principle as was where it applies to such general enactments as a state constitution. Mr. Sutherland contended that the general public never would give sufficient time to general legislation to pass intelligently upon it. What he objected to in the referendum was not its historical application, but its hysterical extension.

People Not Qualified. "The people as a whole," he said, "have neither the inclination, the specialized training, nor the time requisite to enable them to master the thousand and one details necessary to carry them to wisely discharge the functions of ordinary legislation."

"Under the initiative as provided proposed laws will, of course, frequently be drafted by a clique of interested persons, perhaps all of one way of thinking. It will not be considered and debated in public as legislative enactments are; there will be little, if any, opportunity for the consideration of opposing views in framing the law."

"The power of compromise, which is a necessary part of every way of thinking, it will be wholly absent. The chances are together in favor of the adoption of more unwise laws than ever get through our legislatures."

Effect of Recall. "The recall puts into the scale, upon one side or the other, in every case where strong public feeling exists, the artificially induced anxiety of the judge for the retention of his place. The result is a tribunal where everybody decides and nobody is responsible; where at least 25 per cent of the membership have already, as the judge's accusers, prejudiced his case, and from whose arbitrary and unjust findings there is no appeal."

Atwood Finishes His Flight to Washington

Aviator Completes Trip from Boston to National Capital—Carries Passenger Part of Distance.

WASHINGTON, July 11.—Tired and hungry, but otherwise showing no effects of their trip from Stammers Run, Atwood and Hamilton alighted from their aeroplane on the field of the Army aviation school at College Park, Md., near this city, at 4:34 o'clock this morning. They had covered about forty miles at an average altitude of 600 feet.

The flight was devoid of mishap and except for being thoroughly fatigued the aviators would have continued on to this city in the machine. Atwood announced that he probably would fly to Washington later in the day.

BALTIMORE, Md., July 11.—Cheered by about fifty rural admirers, Charles Hamilton and Harry N. Atwood, the Boston aviators, gracefully descended from a small motor plane at the airport here. Atwood will send his estate at Stammers Run, Md., at 11:30 o'clock this morning and made a magnificent start for College Park, on their last lap of a record-breaking overland flight from Boston to the national capital.

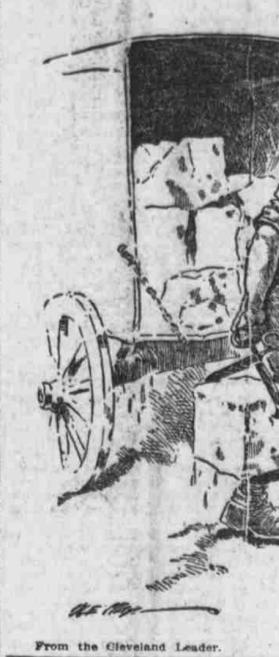
The weather conditions could not have been better. The sun had just risen above the eastern horizon and the light southwest winds fairly carried them from the ground at the first turn of the motor. Ascending to an elevation of about 300 feet the aviators skimmed carefully over the little group of spectators and, with a wave, headed toward the west and in a few seconds disappeared from view over the wooded hills.

SENATOR SULLIVAN IS ILL

Des Moines Man, Formerly of Creston, Is Dangerously Ill with Appendicitis.

CRESTON, Ia., July 11.—(Special.)—Senator John B. Sullivan of Des Moines is dangerously ill with appendicitis. His condition has been so serious no operation could be performed. Senator Sullivan was formerly of this city and his boyhood home was Afton. He practiced law here for a number of years.

A Little Lesson for the Rich.



From the Cleveland Leader.

MYSTERY IN PETTIT DEATH

Insurance Companies Ask Coroner to Reopen Inquest. DEAD MAN OWES GREAT SUMS Peavy Grain Company Is Closing Up Its Commission Business in Chicago—Pettit Speculated Heavily.

CHICAGO, July 11.—Mystery in the death of James E. Pettit, whose financial difficulties came to light last night, was probed further today when interested insurance officials, asked deputy coroner Conrad of Waukegan for a re-opening of the inquest, and a post mortem examination to determine whether death was from drowning as was reported, or some other cause.

Meantime news that the late grain dealer and president of the Peavy Grain company had been in financial straits caused a stir in banking circles and a meeting of the committee of bankers having the dead broker's affairs in hand was called. The committee will endeavor to learn the exact amount of Pettit's debts, vaguely estimated at from \$50,000 to twice that amount.

According to persons in the "street" Pettit was president and that this money were busy in the pit closing out accounts of customers, or transferring them as a preliminary to the closing up of the Chicago end of the commission department of the business.

Signature Worth Million. In financial circles last night it was said Pettit was president of the grain firm, one of the largest in the country, had absolute freedom in the matter of borrowing money. His signature on a note, it is said, was good for more than \$1,000,000.

It is also said that Pettit began speculating several years ago, doing so quietly, only a few persons knew his private operations. Two years ago he was said to have been caught in the May oats deal that he and an associate lost \$700,000, and that the September oats deal in the same year also cost him heavily.

According to persons in the "street" Pettit had recently plunged heavily in wheat, associating with the "bulls." It is said the first intimation gained by the bank that all was not well was a month ago when more than \$1,000,000 of the Peavy concern's paper suddenly appeared on the market.

Pettit's body was found floating in the lake last Saturday morning. It was discovered by his chauffeur, who had appeared at the Moraine hotel to take him to the city.

Elks Will Meet in Portland Next Year

ATLANTIC CITY, N. J., July 11.—Portland, Ore., was chosen today by the grand lodge of the Benevolent Protective Order of Elks as the next meeting place. The western city had no opposition.

Colonel John T. Sullivan of New Orleans was elected grand exalted ruler of the Order of Elks. He was chosen on the first ballot.

Aged Woman Dies of Shock.

IOWA CITY, July 11.—(Special.)—Mrs. Anna Brewster, aged 96 years, died here this morning as the result of shock and burns. She accidentally set fire to her clothing while lighting her pipe.

Reciprocity Bill is Nearly Brought to Vote in Senate

No. One Ready to Speak and Opponents of Measure Succeed in Securing Delay.

WASHINGTON, July 11.—An attempt to secure an agreement to vote on the Canadian reciprocity bill July 19, the free list bill July 20 and the wool tariff bill July 21 was made in the senate today by Senator Watson of West Virginia. The motion was lost on objection by Senator Cummins.

Immediately after the consideration of the Watson agreement for a vote a minor amendment offered by Senator Cummins was voted down. No one was ready to speak and opponents of reciprocity were confronted with the prospect of the immediate and summary passage of the bill.

Senator Nelson made a point of no quorum, and the insurgents sent out a hurried call to absent colleagues.

Chairman Penrose then announced that as a test of the good faith of those who said they did not want to delay matters he would again request an agreement to vote on the reciprocity bill July 23, free list July 24, and wool revision bill July 25. Senator Bristow, who had rushed into the chamber, objected. Bristow said he was unable to make his anti-reciprocity speech today because of physical disability.

Senator Bailey said he was suffering from a sore eye, and could not speak. He then offered the farmers' free list bill as an amendment to the reciprocity measure.

Five Dead in Rail Wreck Due to Sun Kink

Loss of Life Goes with Distaster on the Oregon Trunk Line Track.

THE DALLES, Ore., July 11.—The wreck of a passenger train on the Oregon trunk line yesterday resulted in five deaths. Twelve other persons are seriously injured.

The dead: LOUIS RISING, Warm Springs Indian school; J. W. KARRER, Ellsworth, Wis.; MRS. C. H. BAKER, Sheridan, Ore.; S. T. ARTHUR, Seattle, Wash.

The serious injuries were caused by escaping steam. One passenger coach fell on top of the engine, which went over a forty-foot embankment.

The wreck was caused by a "sun kink" in the rails having spread under the rays of the sun.

PIGEONS FLY FOURTEEN HUNDRED MILES IN WEEK

PITTSBURG, July 11.—The world's 1,400-mile homing pigeon record flight, it is said, was broken Monday, when "Warhorse" and "North Star," owned by Dr. O. J. Bennett of this city, won the overland endurance contest flying from Denver to Pittsburg in six days, seven hours, 46 minutes and eight seconds. The former record it is said was eight days, thirteen hours.

Minister Calhoun in Berlin. BERLIN, July 11.—W. J. Calhoun, American minister to China and Mrs. Calhoun, passed through here today en route for Paris, where the diplomat will discuss with the bankers certain matters in connection with the recently arranged international loan to China. Late he will proceed to the United States for a vacation of about two months at his home in Chicago and at Washington.

Young Man Drowned in Jim River

YANKTON, S. D., July 11.—(Special.)—Joseph Petrak, aged 25, son of Joseph Petrak of Yankton, was drowned Monday in Jim river at Janesville. He was in bathing at the time and drowned without making a sound. His two companions on the bank were unaware of any trouble until too late to aid him.

Prisoner Dies of Heat Prostration

LEAVENWORTH, Kan., July 11.—William Beecher, sentenced from Deadwood, S. D., June 8 last, for selling liquor to Indians, died in the federal prison here today of heat prostration. He was overcome yesterday while working in the prison yard.

Balloons Caught in Storm

Crews of New York and Kansas City Have Narrow Escapes.

FORCED TO LAND IN IOWA Other Five Contestants in Elimination Race Are Still in the Air and Are Moving Eastward Over Illinois and Iowa.

SIX BALLOONS HEARD FROM. Missouri: Landed two miles west of Coal City, Ia., at 7:40 o'clock this morning. The distance traveled was approximately 140 miles.

Buckeye made a forced landing four miles east of New Holland, Ill., at 3:15 o'clock this afternoon. It was caught in a thunder storm.

At 2 o'clock this afternoon the balloons in the race were reported to occupy the following positions: Kansas City: Landed near Linby, Ia., 120 miles northeast of Kansas City. New York: Landed near Fremont, Ia., 128 miles northeast of Kansas City.

Topoka, Ill.: Landed near Ia. Harpe, Ill., 126 miles northeast of Kansas City. Million Population Club: Believed to have been in the big bag which fell at Coal City, Ia., 140 miles northeast of Kansas City.

At Louis IV: Generally thought to be the bag that passed over Aurora, Ill., headed toward Chicago, this afternoon. The balloon Miss Sofia: William F. Ashmann, pilot, and James O'Reilly, his companion, landed one mile from Franklin Park, a western suburb of Chicago, at 9:30 a. m. today. O'Reilly was slightly injured when the balloon, in landing, struck a large tree.

KANSAS CITY, July 11.—Forced to descend from 3,000 feet, where they encountered a terrific thunderstorm and cyclonic conditions, Clifford B. Harmon, pilot, and Augustus Post, aid, in the balloon New York, were compelled today after a most thrilling experience to land at Fremont, Ia., and give up their place in the elimination race for the James Gordon Bennett cup.

Both men landed safely, and after packing their balloon, which was uninjured, started with it at noon for New York.

At about the same time the balloon Kansas City was forced to land near Linby, Ia., having been caught in the same storm, encountered by the New Yorkers. Captain H. E. Harmon, pilot, and John Wads, his aid, escaped injury.

At noon, as far as learned, the other five contestants were still in the air, making good progress and traveling in a northeasterly direction over Iowa and Illinois.

In a message sent from Fremont before he and Harmon left there for the east August Post described their experiences since leaving Kansas City.

Post Describes Storm. "The New York called well until midnight last night in a northeast direction," said Post. "Then we entered a terrific thunderstorm. The balloon arose to 5,000 feet and the temperature dropped to 20 degrees. A cyclonic vortex sucked us into its center and we were lost in the clouds with lightning playing all around us."

"The thunder claps shook the basket and the vibration felt like a huge sledge hammer was striking it. At the upper surface of the storm the balloon was twisted and tossed like a cork in the Niagara rapids. Harmon and I had to hold onto the sides of the basket while it dropped and rose with frightful rapidity."

"Our ballast was soon exhausted and we were carried down without being able to check the balloon. We decided to make a landing, although it was 3 o'clock in the morning and so dark we could not see."

SIXTEEN KILLED IN TRAIN WRECK

New Haven & Hartford's Express Plunges Down Embankment While Running at High Speed.

PASSENGERS NEARLY ALL HURT Forty-Four Out of One Hundred Are in Hospitals.

NEW "CROSSOVER" THE CAUSE Engineer Trying to Make Up Lost Time on Trip.

FIVE CARS GO OVER VIADUCT Members of St. Louis National Base Ball Team, Who Were on Train, Have Narrow Escape from Death.

BRIDGEPORT, Conn., July 11.—The Federal express, one of the New York-New Haven & Hartford railroad's fastest trains, carrying passengers without change from Washington to Boston, plunged today a twenty-foot embankment here (today while running sixty miles an hour.

Of 100 passengers that went down with the first six cars, seventy-one escaped death or injury. Balloon bodies had been taken out of the twisted wreckage by noon, including the engineer and fireman, who were so mutilated that it is evident they must have met instant death. This probably completes the death list. Forty-four injured are in the hospitals, and nearly a score or more received injuries not severe enough to prevent them from continuing their journey.

Partial List of Dead. The dead: ENGINEER A. M. CURTIS, FIRMEN W. A. RYAN, MRS. GEORGE W. ROGERS, wife of an electrical engineer coast artillery, U. S. A.

MRS. HUGERS, aged 7 weeks, daughter of Mrs. Rogers. CHRISTIE, Philadelphia. GEORGE E. SAUNDERS, Norwich, Conn. FOUR UNIDENTIFIED MEN, one a negro. FIVE UNIDENTIFIED WOMEN. ONE UNIDENTIFIED CHILD.

Among the injured were: Underneath conditions of injured, face terribly bruised, leg fractured. Michael Farley, conductor, New Rochelle, N. Y. JOHN VAN PETER, coal miner, New York. David Kissner, brakeman, New York, fracture of left leg, and other injuries. CHARLES W. HARRIS, coal miner, New York. Mrs. James B. Boyce, Maury, a suburb of Washington; fracture of wrist, back injuries. FRANK VON KREFFER, cousin of John, Philadelphia; fracture of arm, dislocation of shoulder, condition serious. LEO W. WASHINGTON, internal injuries. GEORGE ROGERS, Washington, D. C.; fractured arm, severe bruising. FRANK BARRY, aged 10, New York. FRANK HOGERS, aged 10, New York. The names of thirty other people injured, mostly women from the east, were also obtained, but their injuries were minor.

Cause of the Wreck. A new "crossover" installed on the Burr road viaduct and embankment on the western outskirts of the city was indirectly responsible for the accident. The train was late and the engineer was driving to make up lost time. When the heavy vestibule train of nine cars struck the switch at full speed, the locomotive leaped, rocked and swayed over the ties for nearly 100 yards and finally fell to the street below, dragging six cars down the bank. The coupling broke between the sixth and seventh cars, leaving three sleepers upright on the embankment, two of them still on the rails.

Ball Players to Rescue. Many of those pinned beneath the debris owe their lives to the promptness of the members of the St. Louis National base ball team. The ball players were riding in the last two coaches, which remained on the track. When the crash came they piled out in their pyjamas, and several of them were bleeding from cuts about the feet caused by racing over the wreckage.

"I was in the next to last car," said Roger Hrensham, the team's manager. "I was smoking at the time the spill came, and I grabbed hold of something and held on. I got out all right. Not one of our men was hurt, but, of course, our baggage is gone. We were on our way to Boston, where we are scheduled for a game with the Boston Nationals today."

The ball players left for Boston, on a special train at 9:30 o'clock. The wreck was almost complete, five cars having gone over and only three cars of the long train being left on the track. The engine, twisted into junk, was 200 feet south of Fairfield avenue. Behind were the mail and baggage cars, while the Pullmans and coaches were in a mass in the rear.

Many Victims in Day Coach. The day coach was entirely crushed and in it the deaths were many, five bodies being removed at once. Three Pullmans were almost completely crushed up, but apparently were that the passengers were of a measure protected by the strength of the cars, and with firemen, policemen and doctors.

Boxes of O'Brien's Candy.

Round trip tickets to Lake Manawa. Quart bricks of Dalzell's ice cream.

All given away free to those who find their names in the want ads. Read the want ads every day, your name will appear sometime, may be more than once.

No puzzles to solve nor subscriptions to get—just read the want ads. Turn to the want ad pages—

The Weather

FOR NEBRASKA—Fair and cooler. FOR IOWA—Unsettled, cooler.

Temperature at Omaha Yesterday. Hour, Deg. 5 a. m., 66; 6 a. m., 67; 7 a. m., 68; 8 a. m., 69; 9 a. m., 70; 10 a. m., 71; 11 a. m., 72; 12 m., 73; 1 p. m., 74; 2 p. m., 75; 3 p. m., 76; 4 p. m., 77; 5 p. m., 78; 6 p. m., 79; 7 p. m., 80; 8 p. m., 81; 9 p. m., 82; 10 p. m., 83; 11 p. m., 84; 12 m., 85.

Comparative Local Record. Highest today, 83; lowest today, 66; mean temperature, 74; precipitation, .10. Normal temperature, 76; total excess since 1911, 1912, 1909, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800.

Station and Temp. High, Rain. State of Weather, 1 p. m. Today, Fair. Cheyenne, clear, 75; Denver, clear, 74; Des Moines, clear, 74; Dodge City, part cloudy, 73; Fairbury, cloudy, 72; Grand Island, clear, 71; Lincoln, clear, 70; Omaha, clear, 69; Rapid City, clear, 68; St. Louis, clear, 67; Sioux Falls, clear, 66; Yankton, clear, 65.

Indicates trace of precipitation. L. A. WELSH, Local Forecaster.