

PRESIDENT TAFT COMES TO OMAHA AS CITY'S GUEST

Arrival is Delayed Several Hours Because of Washouts on the Railroad.

SEVERAL DETOURS ARE TRIED

Finally Arrives in Omaha Too Late for Auditorium Speech.

THOUSANDS ARE DISAPPOINTED

Structure Filled With Those Who Had Not Heard of Delay.

DINNER AT THE OMAHA CLUB

Balance of the Program for the Day is Called Off.

CARRY OUT PROGRAM TODAY

President Taft Will Address the Pupils at the High School. This Morning and Make an Automobile Drive Over the City.

President Taft and his party was marooned in Missouri Sunday morning and as a consequence reached Omaha twelve hours after the scheduled time. So that he was not able to speak at the auditorium on "World Peace" or to attend church at Trinity cathedral in the morning.

The presidential train pulled into the Union station at 6:40 last night and the president was greeted by Victor Rosewater, Charles H. Pickett, Howard H. Baldrige, M. L. Leavard and Senator G. M. Hitchcock, members of the reception committee, and several hundred citizens. Immediately upon his arrival President Taft was escorted through the depot to an automobile that was in waiting and whirled away to the Omaha club, where dinner was served.

The trip of President Taft, so far as Saturday night and Sunday were concerned, was full of thrills. His schedule for Saturday carried him from Kansas over into Missouri, where at Sedalia he spent twelve hours at the state fair. There he delivered an address, and later on made the rounds of the live stock pen, afterward visiting the agricultural and horticultural exhibits, all the time discussing timely topics with the farmers and others.

Then it rained. At 4 o'clock Saturday morning President Taft's train pulled out of Sedalia, departing for Kansas City. At that time all was well and the weather fine. An hour later it began to rain and all night it rained only as it can rain in Missouri. It seemed that the floodgates had been opened and the water came down in sheets, instead of drops. Leaving Kansas City over the Missouri Pacific, the president's train got to near Rushville, Mo., where it was marooned for five long hours on the Burlington, there being a washout on Omaha and another washout behind that prevented a return to the starting point. Finally a change was made over to the Missouri Pacific crossing and the train was pulled over to Atchison, all attempts to go over the St. Joseph cut-off being abandoned. Another start was made over the main line of the Missouri Pacific and at last the train reached Falls City about 2:30. From there into Omaha the track was found to be in a fair condition. From Falls City in the train was preceded by a pilot engine and closely followed by another train, that assistance might be at hand if needed.

Plans Are Upset. The delays in Missouri upset all of the calculations of the local entertainment committee. During the entire day the telegraph and telephone wires between Omaha and Kansas City and St. Joseph were kept hot, but nothing could be done to hurry along the train. Hundreds of yards of track, owing to the heavy rains, had been swept away. In many places for long stretches the track had been covered by the debris that had been carried on and across by the flood. In other places the roadbed was soft and the utmost care had to be used in moving the train.

At one time the report reached the local committee that the condition of the Missouri Pacific tracks between Omaha and Falls City was so bad that trains would not be able to pass over them for many hours. Then it was that arrangements were made to run the Taft special over

(Continued on Second Page.)

The Weather.

FOR NEBRASKA—Generally fair.

FOR IOWA—Fair.

Temperature at Omaha Yesterday.

Hour.	Deg.
5 a. m.	56
6 a. m.	55
7 a. m.	54
8 a. m.	53
9 a. m.	52
10 a. m.	51
11 a. m.	50
12 m.	49
1 p. m.	48
2 p. m.	47
3 p. m.	46
4 p. m.	45
5 p. m.	44
6 p. m.	43
7 p. m.	42
8 p. m.	41
9 p. m.	40
10 p. m.	39
11 p. m.	38
12 m.	37

Normal temperature..... 50

Excess for the day..... 11

Normal precipitation..... .06 inch

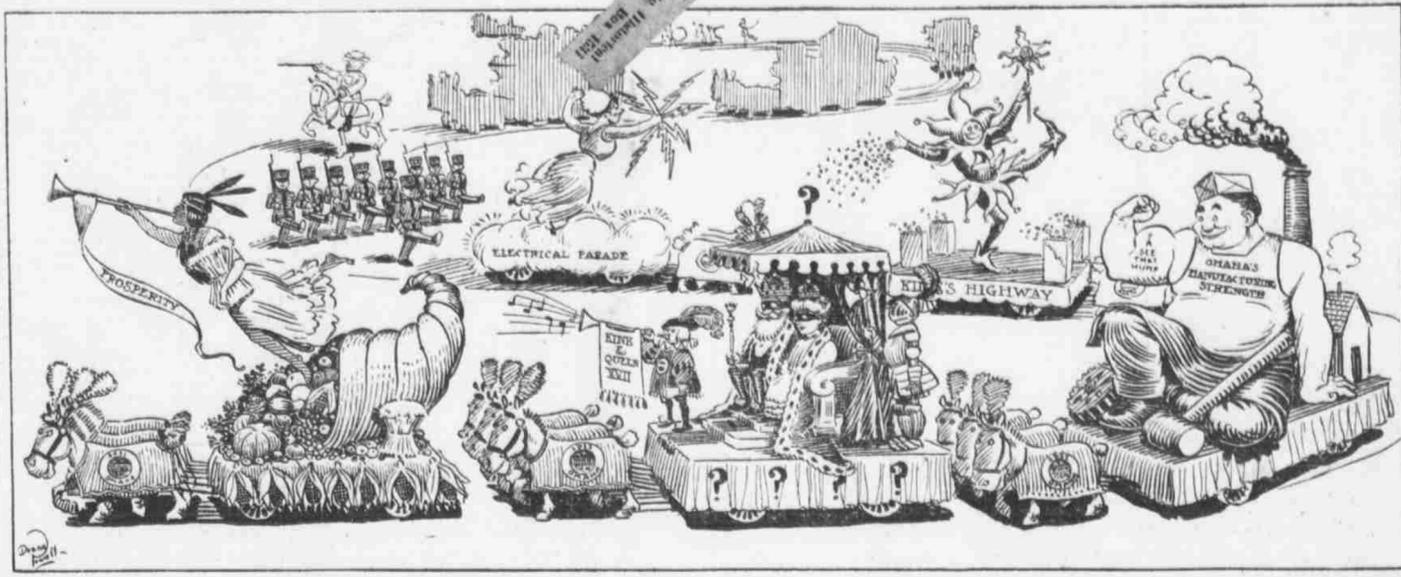
Excess for the day..... .11 inch

Total rainfall since March 1..... 14.44 inches

Deficiency since March 1..... 11.44 inches

Deficiency for cor. period, 1910, 11.44 inches

Promise of the Coming Week in Omaha as Viewed by the Staff Artist



KING TO ENTER CITY THIS WEEK

Big Automobile Exposition is to Open Today in Its Full Splendor.

ALREADY FOR THE PARADES

Gala Week of the Fall Festival is Now at Hand and Subjects All Loyal Subjects Prepare to Make Merry.

AK-SAR-BEN DATES.

Sept. 27 to Oct. 7, inclusive. Tuesday afternoon, Oct. 2, Manufacturers' parade. Wednesday night, Oct. 4, Electrical parade. Thursday afternoon, Oct. 5, Military parade. Friday night, Oct. 6, Coronation ball.

	1906.	1910.	1911.
Wednesday	4,375	3,216	3,068
Thursday	7,985	5,561	6,143
Friday	8,477	6,867	7,318
Saturday	10,884	22,552	8,237

Sunday was quiet on the King's Highway, but a smile spread over the countenances of the board of governors, because of the rain of Saturday, for they realized that it had been a great blessing to the entire state, putting the soil in excellent condition for fall plowing. It will have a tendency to increase the yield of the coming week. All is now in readiness for the big parades which will be held during the week. The floats for the electrical parades are awaiting the call of the bugler to start them Wednesday night on their tourney through the streets of the leading city of the Kingdom of Quivera. The soldiers are at Fort Omaha, Fort Crook and Camp Mickey, waiting for the day of the military parade. Manufacturers also have their floats about ready and the finishing touches will be put on in plenty of time.

Today marks the opening of the big automobile exposition along auto row, when the thirty garages of Farnam street and the twenty-two of Twenty-fourth street, will be prepared to welcome all Ak-Sar-Ben visitors. Not only will the garages and salerooms be decorated in honor of the occasion, but all other business houses along the row as well. For the first time Ak-Sar-Ben lights have been extended up Farnam street along the row. These have been augmented by numerous additional lights in the garages, giving the whole a gala day dress. Additional demonstrators have been engaged at all the salerooms to show the visitors the merits of the cars. Garages will be kept open during the evening this week.

Flag at Camp Mickey Refuses to Come Down

Until the sun shines and the weather is clear Old Glory floats over Camp Mickey triumphantly and none can pull it down. According to army regulations, when retreat is blown the flag must be lowered. Unlike Napoleon's bugler, who could not blow retreat, the national guardsmen at the camp knew well the mournful notes. Sunday retreat was ordered and the buglers rang out the command. A squad grasped the ropes to lower the Stars and Stripes, but pull as they would the flag would not come down. The rains had caused the ropes in the pulleys to expand and no power could cause them to slip. So the great flag waves over the encampment defiantly awaiting a warm sun to shrink the ropes to their normal dimensions.

DEATH RECORD

John D. Mann. LYONE, Neb., Oct. 1.—(Special.)—John D. Mann died yesterday at the home of his daughter from kidney trouble and old age. He was about 86 years of age and was of Scotch descent, and came to this county over a quarter of a century ago.

Mrs. Lovette Norton. HUMBOLDT, Neb., Oct. 1.—(Special.)—Mrs. Lovette Norton, better known as "Grandma" Norton, died last evening at the age of 78 years. She had been ill for some time with stomach trouble. The funeral was held today, Rev. R. F. Robinson of the Christian church officiating, assisted by Rev. Mr. Ruch. Mrs. Norton leaves two daughters to mourn her death, Mrs. Jennie Dorland and Mrs. Nellie Bash, both of Humboldt.

STRIKE LEADERS ARRIVING

International and District Officers Come to Direct the Strike.

PRESIDENT MOHLER ALSO HERE

Quiet Prevails, With no Outward Indication That a Strike is Now on Between the Men and the Railroads.

So far as outside appearances went, there was nothing apparent Sunday to indicate that the lines of railroad comprising the Harriman system and the shop workers are lined up, contending for supremacy in a great industrial battle that has been called. So far as the public could see, there was not a move being made on the labor checkerboard. There were no crowds of loiterers upon the streets, nor were there any public meetings held that might give an indication of what was being done.

While nothing was done publicly by either side to the controversy, a vast amount of work, was transacted by the general who will manage and direct the fight. Immediately after President Mohler of the Union Pacific, who arrived early from New York, had finished his breakfast at the Omaha club, where he was the guest of a large party of business men and other citizens, he hurried to Union Pacific headquarters, where during most of the day he was in consultation with company officials. At the conference held, plans were considered and a plan outlined, but what it was, was not given any publicity.

The labor organizations involved in the strike held meetings both morning and afternoon, but they were informal, no action being taken. Some plans were discussed in a general way, but nothing was done, it being the opinion of all that the plans of conducting the strike should be left entirely to the international and district officers, some of whom arrived during the day.

International Officers Arrive. Shortly before noon, Walter Ames, international president of the Machinists union, President Paquin, of the Carmen and Division President Grace of the Machinists union arrived from Davenport, Ia., and at once opened headquarters on the fourth floor of the Bee building. There they were in conference most of the day, listening to reports from the presidents and secretaries of the local unions. Late in the afternoon they commenced the formulation of a plan of action, working up until during the balance of the day.

Relative as to what the plan is to be, no information is given out, yet it is said that some time Monday, when perfected, most of the details will be made public through the newspapers. President Ames expresses the opinion that the present labor difficulties will be a fight to the finish and that the railroad employes are well prepared to withstand a long fight if it should be necessary. However, he does not think the struggle will be long drawn out, feeling pretty certain that the railroads will be forced to yield and recognize the federated union of the men. His reason for this opinion is that, according to his belief, the rolling stock of the roads involved will soon become so badly out of repair that it will be necessary to call the men back.

Divide Into Sections. The strike on the Harriman lines has gone to such an extent that the men have made their line-up so far as handling it is concerned. It is divided into three sections. The Union Pacific end will be handled from Omaha and the lines under this jurisdiction will include the Union Pacific main lines from Omaha and Kansas City west, together with all of the branches, the Oregon Short Line, the San Pedro and the Southern Pacific from Ogden to Reno.

The western jurisdiction, which will include the Southern Pacific from Reno to San Francisco, the coast lines and the line from Los Angeles east, together with all branches, will be handled from San Francisco. The Illinois Central lines from Omaha to Chicago, from Sioux City to Chicago, from Chicago to New Orleans, together with all of the branches, will be under the direction of the Chicago headquarters.

At this point President Ames will be in direct charge of the strike, assisted by San Grace, President Paquin and the other international officers who are expected to arrive later. In carrying on the strike he will constantly argue against violence of every kind, insisting upon the men always conducting themselves in such a manner as to win the confidence and respect of the community.

TURKS EVACUATE CITY OF TRIPOLI

Italian Ships Opened Fire on Forts Saturday Morning and Stopped at Once.

FIGHT WILL COME IN INTERIOR

Turkish Fleet on Way from Beirut to Constantinople Reaches There Without Loss—United States Neutral.

TRIPOLI, Sept. 30.—(Delayed in Transmission.)—Fire was opened by the Italian fleet upon the forts this morning. It ceased almost immediately, the Turkish troops evacuating Tripoli, with the object as it appears, of preparing for resistance in the interior.

CONSTANTINOPLE, Oct. 1.—An official announcement is made that the Turkish squadron returned from Beirut without loss.

CONSTANTINOPLE, Oct. 1.—A meeting of the chamber of deputies last night violently criticized Ahmed Riza Bey, president of the chamber, as the agent of the committee exercising an evil influence over the Sultan in order to prevent the appointment of Kiamil Pasha as grand vizier. A deputation of five members was sent to the palace and was received by the sultan, who said: "For some time past I have been desirous of convening the chamber, but the opposition of Hakkî Pasha prevented my doing so. I now order you to inform your colleagues that we decree the immediate convocation of parliament."

WASHINGTON, Oct. 1.—The American declaration of neutrality in the Italian-Turkish war only awaits the president's formal approval. Without his personal signature the State department cannot issue the proclamation, which, however, is expected to be promulgated tomorrow.

Efforts were made to get into communication with the president. The proclamation is ready for issue as soon as approved. Acting Secretary of State Adee, having prepared it at the first intimation of hostilities.

No communications were received by the State department from either the Turkish or Italian governments, although it was understood a note had been received from the Italian government outlining its views of the situation.

Ambassador Rockhill, at Constantinople, called that "no declarations had been made by the Turkish government as to contraband or other measures affecting the American interest." He also announced that notification was made yesterday (Saturday) that from that date the lighthouse in the Mediterranean and Red seas would be extinguished.

So far the Italian government has not served notice of a blockade of Turkish ports.

State department officials were at their desks today awaiting information that would throw light upon the situation. Thus far no action has been taken by the American government looking to the protection of the interests of Turkish subjects in Italy, that being a matter which the president will pass upon.

Ben Baker Chosen Judicial Chairman

The judicial central committee for the counties of Douglas, Washington and Burr met Saturday for organization and elected Ben Baker for organization and County Chairman Van Cleave of Burr county were elected vice presidents. H. F. Meyers of Omaha was chosen as secretary and W. E. Rhoades treasurer. Plans for an active campaign were discussed and will be further formulated at a meeting to be called by the chairman.

Attempt to Blow Safe at Geneva. GENEVA, Ia., Oct. 1.—(Special.)—An unsuccessful attempt was made last night to blow open the safe in the J. A. Washington general merchandise store here. The explosion awoke the town, but the safeblowers got away. Two stores at Parkersburg were entered and robbed of the cash left in the tills last night. In both instances the amount taken was small.

CROWD WAITS ON PRESIDENT

Gov. Aldrich and Senators Brown and Hitchcock Talk on Peace.

MR. TAFT FAILS TO APPEAR

Auditorium Completely Filled With Those Who Had Not Heard That President's Train Had Been Marooned in Missouri.

In the absence of President Taft, the great assemblage of people, men, women and children, who packed the auditorium to hear him on "World Peace," Sunday afternoon, listened to addresses on that same subject by Governor Aldrich, Senator Brown and Senator Hitchcock, instead.

It was a fine tribute to the president and an evidence of the esteem in which the people of Omaha hold him, that the auditorium was filled, both main floor and galleries, until hundreds had to stand. The doors were opened at 3 o'clock, but long before that a crowd had gathered, each hoping to be among the first inside, so as to get a seat near the front. By the time the program had started, at 8:30, every seat in the house was occupied and by the time two or three selections had been played by the Fourth infantry military band from Fort Crook the space behind the seats in the rear of the building was filled with standing people.

Only a few of those present, apparently, knew that the president's train was delayed, and they were reassured, by the great crowd in the building and by the presence of a large reception committee on the stage, into hoping that the committee would be able to announce the president's arrival.

Taft is Marooned. But they hoped in vain. After two selections by the military band, a patriotic song by the audience, invocation by Rev. John Matthews, D. D., and a song by a quartet, H. H. Baldrige, who was to have introduced the president, announced that the presidential train had been delayed by a washout and he could not arrive in time to speak.

A bush of disappointment fell over the audience. Interest soon revived, however, when Mr. Baldrige announced that Governor Aldrich, Senator Brown and Senator Hitchcock had consented to do what they could toward taking the part of the president by short extemporaneous addresses on "Peace."

It was a difficult situation for the three men, especially for Governor Aldrich, the first to speak, and he handled it in a masterly manner.

"I will not consider it a discourtesy," he said, "if you leave by the train, the dozens of the scores, for I fully realize my inability to fill the place on the program the president was to fill."

Many of those standing in the rear of the room and a sprinkling from the galleries left, and the governor was compelled to raise his voice above the hum of their departure, but in a short time the house became quiet and the great audience gave him close attention.

Aldrich Talks Peace. Governor Aldrich spoke of the development of political liberty of the gas and the duty of the present age to maintain it.

"If we maintain it, we must sustain law and law enforcement," he said, "and we must believe in the home. In no country does the law speak more unequivocally than in this country, and the enforcers of the laws are ninety millions of people. We must see that the law is enforced in such a way that no man may be so high as to be above the law and no man so low as to be below it. We must see that every man has an opportunity for a just measure of success, whether a millionaire or pauper. Then the people of peace will be solved."

The soul of the United States is capable of feeding a population equal to all the population of Europe and Asia. Russia throw in. The country can put into the field as many soldiers as can be mustered in the theater of war. Forty per cent of the total railway mileage of the world is in the United States. And last, and most important, the United States controls the financial situation. Fifty per cent of all the bank deposits and bank capital of the world are in this country; 50 per cent of all the gold of the world is here and 25 per cent of it is circulating freely, while the country bears only 6 per cent of the world's indebtedness. We of America can keep the world's peace."

Hitchcocks Talks Politics. Senator Hitchcock, besides talking of a slow, but sure, progress toward universal peace, dug into politics and mildly criticized President Taft's position in regard to the situation.

MOHLER RETURNS PRESIDENT U. P.

Two Committees Greet the Head of Harriman Road When He Reaches Omaha.

BREAKFAST AT OMAHA CLUB

Tells Leading Citizens He is for Omaha All the Time—Banquet to be Tendered Mr. Mohler at a Later Date.

When A. L. Mohler was called to New York City a week ago he went as general manager of the Union Pacific and when he came back Sunday morning he returned as the president of the system, having complete executive authority over more than 5,000 miles of road extending across and through more than a dozen states. When he returned Sunday morning he was the same A. L. Mohler that Omaha people have known for years. For all he had the same, kindly smile, the cheering words and the hearty handshake as of old.

The return of President Mohler Sunday morning was somewhat unexpected as the information had been given out that he would not reach here until Monday and he would not have arrived until then had he not changed his plans and left Chicago Saturday instead of Sunday, as was expected.

While the return of President Mohler Sunday morning was unexpected, there were a number of business men and representative citizens at the Union station to greet him as he stepped from his private car which was attached to Northwestern No. 1. He was unable to understand the meaning of the large gathering, but it was explained by reason of the fact that he had been in Iowa, at an early hour Sunday morning, kindly smile, as a passenger on Northwestern No. 1, telegraphed to Commissioner Guild of the Commercial club that President Mohler's car was attached to the train.

After getting the information Commissioner Guild got busy and telephoning about the city, soon had a crowd of fully fifty prominent business men and other men on their way to the depot.

Taft's Committee Also There. Then too, there was another crowd of prominent business men and citizens at the depot who helped form and constitute a reception committee.

President Taft had been expected to reach the city over the Missouri Pacific soon after 3 o'clock and a reception committee of about fifty had congregated at the Union station to meet him and escort him to the Omaha club, where he was to breakfast. Nothing could be learned of the whereabouts of the Taft train and so the members of the committee waited. An hour rolled by and no train bearing the president of the United States arrived. Then the information reached the crowd that President Taft was marooned down in Missouri, held a prisoner on a bit of railroad track between two washouts. At about this time Northwestern No. 1 pulled into the station and as President Mohler stepped off his car, he was surrounded by both reception committees, the members of his own reception committee wearing business suits and the members of the Taft reception committee garbed in faultless attire with silk hats sitting jauntily upon their heads.

Breakfast Prepared for Taft. President Mohler was given a reception for two presidents, escorted to an automobile that was in waiting and whisked away to the Omaha club, where, with the members of his own committee and a number of the members of the presidential reception committee, he sat down to and ate a breakfast that it is said was prepared especially for the president of the United States.

During the breakfast, President Mohler was the recipient of a shower of congratulations, and after it was over, several impromptu speeches were delivered, to which President Mohler responded, assuring those assembled that in the future, as in the past, the Union Pacific would always be found standing up for the west, Nebraska and Omaha.

After breakfast, President Mohler went to his office in the Union Pacific headquarters building, where, in the same unassuming manner as of old, he met a number of company officials and clerks who happened to have work to take care of Sunday morning. During the morning he met the newspaper men, informing them that his promotion to the highest position on the Union Pacific system had come so suddenly and unexpectedly that he had nothing to say as to what the future plans with reference to the management of the road would be, aside from the fact that he would be as active as ever.

SEARCH FOR DEAD IN THE RUINS OF FLOODED VALLEY

Rescuers Spend Day Seeking Bodies of Relatives Caught in Disaster at Austin.

DAWN REVEALS GHOSTLY SCENES

Water and Fire Cause Havoc Along Mountain Stream.

DEATH LIST IS CLOSE TO 500

No Possible Way to Tell Exact Number Wiped Out.

ONLY THREE DEAD AT COSTELLO

Few Survive to be Taken to Hospitals as Fate Quickly Sealed.

SIX MILLIONS PROPERTY LOSS

Break in Dam Occurs at Place Where It Was Patched Last Year—District Attorney Will Make Inquiry.

BIG FLOODS OF CENTURY.

Damage
1946—Central, western, and southwestern France, Loire river rose twenty feet in one night. \$25,000,000
1878—City of Toulouse, France, by rising river..... 75,000,000
1878—Spain, by river floods..... 10,000,000
1878—Zagodin, Hungary, by bursting of dam..... 40,000,000
1882—Rhine valley, Germany..... 30,000,000
1882—River Elbe, Germany..... 20,000,000
1883—Johnstown, Pa., by bursting of dam..... 10,000,000
1885—M—Mississippi river, near St. Louis..... 11,000,000
1886—Bausay, France, by bursting of dam..... 10,000,000
1900—G—Arlington, Tex., by tidal wave..... 30,000,000
1910—France, by rising river (estimated)..... 30,000,000

AUSTIN, Pa., Oct. 1.—The curtain of night, which was rung down upon the Austin flood scarcely before its victims had all been claimed and its surviving spectators fully realized how great a tragedy the elements of water and fire had enacted in the natural amphitheater of the Allegheny mountains here, was lifted by dawn today, revealing a ghastly scene of death and devastation.

Austin itself, yesterday a busy mill town of 1,600 persons, many of whom were enjoying the fine autumn afternoon as a Saturday half holiday, is only a ghost of a town today. Torn to pieces by water and eaten by fire, its walls and charred remnants of its buildings, believed to hold the remains of 300 or more persons, were strewn along the valley edge, piled in rows where the main street business section was or swept in scattered masses far down the ravine.

Spectators, many of whom barely escaped being victims of the disaster, and hundreds of persons from surrounding towns looked down from the steep hillsides on Austin and Costello through a veil of fog this morning to see the wreckage here of some 400 houses, a score of business blocks, three churches and several large lumber mills, and three miles further down the river at Costello the ruins of more than fifty buildings.

Ruin for Ten Miles. The flood did not spend its force until it raced more than ten miles from the reservoir. Wharton, still further on, suffered somewhat, but is practically intact. The loss of life at Costello, where the residents had more warning, is believed to be but three. The property loss in the valley is estimated at upward of \$4,000,000.

In Austin, out of the hundreds directly involved in the deluge, hardly a dozen survive. The furious flood let loose when the Bayless Paper and Pulp company's dam crumbled yesterday afternoon, picked up a huge battery of heavy timbers in the mill yards at the foot of the dam and with these thousands of planks and logs, rammed its path with terrible havoc.

At the hospital today there were but six injured for the care of the small army of physicians and nurses who poured into the devastated town all night and day. The medical supplies remained unused in the cars rushed here by the railroads.

Sightseers Bared from Towns. The state constabulary arrived this afternoon and took charge of the situation which seemed too appalling for the local committee which had worked all night. Immediately orders were issued to the railroads to bring no more sightseers to Austin and sentinals were placed on the chief roadways with instructions to pass none but workmen. Hundreds of automobiles and carriages were turned back.

During the night searching parties

Boxes of O'Brien's Candy.

Daizell's Ice Cream Bricks Base Ball Tickets. All are given away free to those who read their names in the want ads. Read the want ads every day, your name will appear sometime, maybe more than once. No puzzles to solve nor subscriptions to get—just read the want ads. Turn to the WANT ad page—there you will find nearly every business house in the city represented.