

HARK! TYPEWRITER OF MAHER RINGS OUT

Lincoln Man Charges Bryan with 'Nepotism' in Regard to Pile Distribution.

WILL SADDEN THE FAITHFUL

(From a Staff Correspondent.) LINCOLN, July 25.—(Special.)—Colonel John O. Maher, who was out of the city when the federal appointments were made last week, has returned and, of course, has something to say regarding them. To the press he gives out the following interview:

"What do I think about the appointments? I think about the same as thousands and thousands of loyal democrats all over Nebraska think. For twenty-five years the democrats of Nebraska have followed W. J. Bryan. They in fact worshiped him, and watched his growing power and influence and strength with pride. They have been thrilled by his eloquence in commending the life and works of Thomas Jefferson.

Will Sadden Them.

"The appointment of T. S. Allen, men, and cause them to lose confidence in human nature. When he was appointed to the office of secretary of state he had an opportunity to follow the teachings of Thomas Jefferson (who he claimed to have loved so well, relative to nepotism), but what did he do? Here is the record, so far as we know:

"Mr. Bryan's son, W. J., Jr.; Mr. Bryan's son-in-law, Hargreaves; Mr. Bryan's son's wife's brother, Berger; Mr. Bryan's brother-in-law, Allen; and Mr. Bryan's son-in-law's brother-in-law, Stein. This is nepotism with a vengeance.

"Thomas Jefferson, writing of John Adams in regard to nepotism, said: 'The public will never be made to believe that the appointment of a relative is made on the ground of merit alone, uninfluenced by family views, nor can they ever see with approbation of office divided up, as family property.'

"Just before Thomas Jefferson died he wrote to J. C. Cabell as follows: 'In the course of trusts I have exercised through life with power of appointment, I can say with truth and with unspeakable comfort that I never did appoint a relative to office.'

A Great Disappointment.

"In regard to the other appointments they must be a great disappointment to many who visited Prince Charley in his castle, and were advised that he would be friendly to them, and accordingly have been gathering commendations since that time, thinking that he was sincere. He has led these men to believe that they might be finally selected for marshal, revenue collector, district attorney, auditor of the United States treasury, postmaster or for one hundred and one other positions. Now they find they were double crossed because Mr. Bryan announces that the appointments made are satisfactory to 'me.'

"JOHN MAHER."

FUNERAL OF FOLD TIME SETTLER AT RUSHVILLE

RUSHVILLE, Neb., July 25.—(Special.)—The funeral of W. W. Wood, an old-time settler, took place here this morning. Mr. Wood several years ago moved to Alliance, where he filled the office of register at the United States land office under President Taft, and only vacated last month to make way for his successor. The body was brought from Alliance this morning about 8:30 o'clock, accompanied by Mrs. Wood and daughter and other relatives and friends in six cars, which were met by a delegation of Masons at Hay Springs, who accompanied them to Rushville. The funeral was conducted by the Masons. Shortly after 10 o'clock the Masons marched down from the lodge rooms and escorted the remains afoot to the corporate limits of the town and then boarded autos for Fairview cemetery, where the last sad rites were performed by the Masonic brethren, under the direction of Ned Blamper, worshipful master. Mr. Wood was an able lawyer and was among the first settlers in Rushville, arriving in the fall of 1885. His daughter, Wilma, was the first white child born here. The funeral was one of the largest ever seen in Rushville, twenty-six cars and other vehicles following the remains. The stores were closed during the funeral.

THRESHING UNDER WAY IN JEFFERSON COUNTY

FAIRBURY, Neb., July 25.—(Special.)—The threshing season is on. The wheat yield falls short of expectations. John Mendenhall, Fairbury, reports ten bushels per acre; Guy Taylor, Steele City, thirteen bushels; Milo Conas, Steele City, twenty bushels; G.H. Bros., Endicott, twenty-two bushels; George Wendorf, Western, twenty-five bushels; John McLucas, Fairbury, twenty-six bushels; Harry Patton, Diller, thirty bushels; M. J. Harms, Gladstone, thirty bushels. Selling price ranges from 56 cents to 81.50; quality, fair. Estimated average yield for Jefferson county, twenty bushels per acre.

OVER SEVENTY THOUSAND COLLECTED BY POOL

(From a Staff Correspondent.) LINCOLN, July 25.—(Special.)—There has been collected by Secretary of State Pool, up to the present time, \$72,419 in occupation taxes from corporations doing business in the state. The tax because due on domestic corporations on July 1 while on foreign corporations August 1 is the time set for the money to reach the secretary of state's office.

Cabbage Crops at Pen Farm.

(From a Staff Correspondent.) LINCOLN, July 25.—(Special.)—Two crops of cabbage is the record at the farm of the state penitentiary. The first crop has already been harvested and the second crop will be used to make sauerkraut. Warden Fenton expects that the crop will be sufficient to put up about sixty barrels of kraut, enough for the institution for the year.

Fire at Ravenna.

RAVENNA, Neb., July 25.—(Special.)—During a very severe wind and thunder storm last night the barn on the James Kavel farm, five miles north of Ravenna, was struck by lightning and burned to the ground, together with all harness, and machinery and other property.

MAGNITUDE OF CATASTROPHE APPALLS CITY

(Continued from Page One.)

Officers and crew of the Eastland were arrested. W. C. Steele, secretary and treasurer of St. Joseph-Chicago Steamship company, which owned the steamer Eastland, built on Lake Erie in 1903, and remodelled later because too heavy, it is said, was arrested tonight and locked up at a police station. The steamer was leased by the Indiana Transportation company, whose officers said they were not responsible for the licensing of the ship and did not control the crew.

Marine architects asserted that the Eastland was faulty in design, that the top deck had been removed, because of the tendency of the ship to list and also pointed to the possibility that the ship had been unevenly, or insufficiently ballasted. The Eastland used water ballast, so that it could pump out some on entering shallow lake harbors, and investigators are working on a theory that the ballast tanks were not filled and the rushing of passengers on one side of the decks, causing it to roll over.

Under misty skies, 7,000 men, women and children went to the river wharf yesterday to fill five large lake steamers with holiday mirth in a trip to Michigan City. The steamer Eastland, brought to Chicago from Lake Erie, after an unsatisfactory career, was the first to be loaded.

Rain began to fall as the wharf superintendent lifted the gang plank from the Eastland, declaring that the government limit of 2,500 had been reached. White dresses peeped from raincoats along the shore, as those aboard waved goodbye to friends on shore waiting to board the other vessels.

Does Not Budge.

Then the passengers swarmed to the left side of the ship, as the other steamers drew up the river towards the wharf. A tug was hitched to the Eastland, ropes were ordered cast off and the engines began to hum. The Eastland had not budged, however.

Instead, the heavily laden ship wavered side-ways, leaning first towards the river bank. The lurch was so startling that many passengers joined the large concourse on the other side of the decks.

The ship then heeled back. It lurched slowly but steadily towards its left side. Children clutched the skirts of mothers and sisters to keep from falling. The whole cargo was impelled towards the falling side of the ship. Water then began to enter lower portholes, and the ropes snapped off the piles to which the vessel was tied.

Screams from passengers attracted the attention of fellow excursionists on the wharf awaiting the next steamer. Wharfmen and pickpockets soon lined the edge of the embankment, reaching out helplessly toward the wavering steamer.

Slip Down Floors.

For nearly five minutes the ship turned before it finally dived under the swift current of the river, which, owing to the drainage canal system, flows from the lake. During the mighty turning of the ship with its cargo of humanity, life boats, chairs and other loose apparatus on the decks slipped down the sloping floors, crushing the passengers toward the main water.

Then there was a plunge with a sigh of air escaping from the hold, mingled with crying children and shrieks of women and the ship was on the bottom of the river, casting hundreds of its passengers into the water.

Many sank, entangled with clothing and bundles and did not rise, but scores came to the surface, giving the river the appearance of a crowded bathing beach. Many seized floating chairs and other objects. Those on shore threw out ropes and dragged in those who could hold the life lines. Employees of commission firms with houses along the river threw crates, chicken coops and other floatable things into the current, but most of these were swept away by the stream.

Tugs Rushed to Scene.

Boats were put out, tugs rushed to the scene with shrieking whistles and many men snatched off their coats and sprang into the river to aid the drowning. With thousands of spectators ready to aid, hundreds went to their death.

One mother grasped her two children in her arms as she slipped from the steamer into the water. One child was torn from her, but she and the other were saved. Fathers were drowned after aiding the wives and children to safety.

The second regiment armory, situated in a thickly settled part of the west side, was surrounded early this evening by a great throng of people. Most of the victims were residents of the west side and nearly every elevated train bound for the residence portions of that section carried its group of weeping men and women.

Thousands in Line.

It was hoped to have the recovered bodies all in the armory by 10 o'clock and until that time, no one was admitted. Accordingly, thousands formed in line hours before the great doors were opened, eagerly awaiting a chance to seek the bodies of relatives and friends they believed lost.

Stories of heroism were almost as numerous tonight as the number of persons on the scene immediately after the disaster. Boats as soon as full took rescued passengers to the wharf or to the steamer Theodore Roosevelt, which had tied up as near the upset Eastland as possible.

In an hour, the water was cleared of excursionists. Those who had not been taken to land had sunk or were swirling up the river toward the drainage canal locks at Lockport, Ill., many miles away. The locks were raised to stop the current and arrangements were made to take bodies from the river along its course through the southwest part of Chicago.

Bridge is Formed.

Shortly after the water was cleared, ship engineers and helpers were on the exposed side of the Eastland's hull, cutting through its steel plates with gas flames. Divers were hurried in under water suits. A bridge of boats was formed between the pier and the capsized ship.

As the divers gained entrance to the hull, the scene of distress moved for the time being from the river to the extemporized morgues. Warehouses of wholesale companies along the river were thrown open and bodies were laid in rows on the floors. Scores of persons taken from the water were severely injured, and these were taken to the Irquois hospital, built in memory of the 800 women, children and a few men who were burned and crushed to death in the Irquois theater New Year's eve several years ago.

Efforts to resuscitate those from the river were unsuccessful except in two or three instances. It was also expected that many of those injured would die.

COMPANY HEADS ARE TO BE HELD

Coroner Orders Arrest of Indiana Transportation Firm Heads, but No Individuals Named.

CHIEFS AND CREW IN CUSTODY

CHICAGO, July 24.—Coroner Hoffman announced late tonight that he had ordered the arrest of every official of the Indiana Transportation company, which leased the Eastland, which capsized today, causing the loss of a thousand lives. No individuals were mentioned in the coroner's announcement. The officers and crew of the boat are under arrest.

Coroner Hoffman had a number of photographs of the boat taken and then ordered it pumped out and raised. Chief of Police Healey, who inspected the hull, expressed the opinion that there were still 300 bodies in the boat which cannot be recovered until the boat is raised.

"Crank of the Lakes."

The Eastland was the crank of the lakes, and as far as I know the only crank on the lakes," W. J. Wood, naval architect, who was called by the owners in 1903 to correct faults in the boat, declared today. In 1904 Wood made representations to Captain Ira Mansfield, local steamboat inspector, which resulted in an order to cut off the top deck of the vessel and to keep the water ballast compartments filled.

The deck was cut off in pursuance of Captain Mansfield's order," Mr. Wood declared today. "It would be impossible to pass on the cause of the accident until it is known whether the other conditions were fulfilled at the time of the overturning of the boat. The Eastland has been in operation on Lake Erie and has not met with an accident, but evidently the owners were acquainted with its faults and operated it accordingly. The design of the vessel, the hull of which was faulty, would not permit its operation as other vessels are operated and great care had to be taken at all times."

Investigates Report.

Steamboat Inspector William Nichols is investigating a report that water ballast was pumped from the hold of the Eastland as the passengers boarded, so that the boat would rise and that more passengers might be carried. "There are various reports as to the cause of the catastrophe," Mr. Nichols said, "but I cannot say which one is the more plausible. I am investigating the report that water ballast was pumped out during the loading of the boat. I have been informed that there was water in the ballast tanks and I also have been informed that there was not."

Hired for Day.

"At this time the Indiana Transportation company is unable to vote an opinion on the cause of the accident, because the Eastland was hired for the day and the captain and crew were not employees of the Indiana Transportation company. "We are doing everything in our power and will continue to do so, both in the work of rescue and in aiding all investigations, both by legal authorities and by the press."

Calls It Safe Boat.

CLEVELAND, O., July 24.—Grant Donaldson of Wickliffe, who served as chief engineer on the Eastland from 1904 until 1914, returned from Chicago Tuesday, where he had been summoned Sunday by the present owners to adjust the engine, which were not running satisfactorily. "In my opinion the Eastland was a safe boat," Donaldson said. "There was a popular opinion that it was top-heavy, but this was due to claims of rival boat owners. It never was condemned by government inspectors and was in good condition."

Red Cross to Aid.

WASHINGTON, July 24.—Miss Mabel Boardman, chairman of the relief board of the American Red Cross, today dispatched Ernest P. Bicknell, national director, to Chicago to look into the relief situation and sent this telegram to Governor Dunne: "The American Red Cross expresses deepest sympathy at the disaster which has overwhelmed so many people of Chicago. Ernest P. Bicknell, national director, is leaving for Chicago to be of all assistance possible."

J. J. O'Connor, chairman of the central division and director of the Chicago chapter, has placed the chapter at the service of Chicago."

WILSON SETTLES DOWN FOR LONG, HARD WORK

CORNISH, N. H., July 24.—Freed from the minor worries incident to his official life in Washington, President Wilson settled down here today to a period of hard work on a group of subjects which he has desired to study for some time. He arrived at Harknenden House this afternoon for an indefinite stay.

TO CLEAR BAD COMPLEXIONS USE RESINOL

Bathe your face for several minutes with resinol soap and hot water, then apply a little resinol ointment very gently. Let this stay on ten minutes, and wash off with resinol soap and more hot water, finish with a dash of cold water to close the pores. Do this once or twice a day, and you will be astonished to find how quickly the healing resinol medication soothes and cleanses the pores, removes pimples and blackheads, and leaves the complexion clear and velvety.

Resinol ointment and resinol soap stop itching instantly and speedily heal skin itching, sores, burns, wounds and chafing. Sold by all druggists. Samples free. Dept. 21-R, Resinol, Baltimore, Md. Specialty relieves sunburn.

BOOSTERS BACK FROM CHEYENNE

Special Train of Omahans Who Went to See Frontier Days Rolls Into City Sunday Morn.

GOVERNOR MAKES ENTIRE TRIP

Two hours late, the excursion train carrying the sixty-five Greater Omaha boosters, who at the end of the Cheyenne Frontier days celebration last week, pulled into Omaha at 10:30 Sunday morning. In the best of spirits all returned, declaring they had received a royal reception everywhere. They are enthusiastic over the Frontier days' festivities; those who had seen the celebration in former years declaring that the thing has lost none of its wild west glamor, and those who had never seen it before, declaring that they must see it again in future years.

The live stock commission men of South Omaha were well represented in the party, as this afforded them an excellent opportunity to see many of their customers, the stock-raisers of Wyoming.

Important to Health During Hot Weather

Summer Conditions Contribute in Various Ways to Constipation.

At no time should people be more careful of the condition of their bowels than during the hot weather. Constipation should be guarded against especially, as many serious, and often fatal, diseases are traceable to neglect.

Some people find that certain fruits have a laxative effect, but this cannot always be depended upon; a mild laxative-remedy that will act gently, yet positively, without griping or shock to the system, is far preferable. A combination of simple laxative herbs with pepsin, sold in drug stores under the name of Dr. Caldwell's Syrup Pepsin is highly recommended as being easy and natural in its action, pleasant to the taste and certain in its effect. A dose of this excellent remedy at bedtime will restore normal activity in the morning, carrying off the heaviness and bloating. Salts,

purgatives and cathartics should be avoided as they upset the entire system, and at best afford but temporary relief. Dr. Caldwell's Syrup Pepsin is not expensive and can be obtained in any drug store for fifty cents a bottle. For a free trial bottle, write to Dr. W. R. Caldwell, 453 Washington St., Monticello, Cal.



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Through trains of steel construction, electric lighted, the latest products of modern ingenuity, with the best of dining car service.

The "INTERSTATE SPECIAL," leaving Chicago 10:45 a. m., arrives Pittsburgh 12:02 midnight, Washington 8:45 a. m., Baltimore 9:45 a. m., Philadelphia 12:05 noon, New York 2:35 p. m., with coaches, drawing-room compartment sleeping cars and lounging observation car. Parlor car to Wheeling and drawing-room sleeper from Cleveland to Washington. It traverses the great steel manufacturing district of Indiana and Ohio, and the Potomac River Valley and Blue Ridge Mountains in daylight.

The "NEW YORK LIMITED," leaving Chicago at 5:45 p. m., arrives Pittsburgh 7:50 a. m., Washington 4:45 p. m., Baltimore 5:50 p. m., Philadelphia 8:19 p. m., New York 10:40 p. m., with coaches, drawing-room sleeping cars and observation parlor car. It traverses the entire eastern mountain section of the Alleghenies and Blue Ridge ranges and Potomac River Valley from Pittsburgh in daylight.

The "NEW YORK EXPRESS," leaving Chicago 8:00 a. m., arrives Pittsburgh 10:20 p. m., Washington 7:10 a. m., Baltimore 8:15 a. m., Philadelphia 10:35 a. m., New York 1:00 p. m., with coaches to Washington and drawing-room sleeping cars Chicago to New York, and Pittsburgh to Washington. It traverses the states of Indiana and Ohio in daylight, through the great steel districts.

The "NIGHT EXPRESS" leaving Chicago 9:30 p. m., arrives Pittsburgh 12:50 noon, Washington 10:30 p. m., Baltimore 11:30 p. m., New York 6:35 a. m., with coaches to Baltimore and drawing-room sleeping car to New York, and coaches and drawing-room sleeping car to Wheeling.

Send for copy of "See America" All trains leave Grand Central Station, Fifth Avenue and Harrison Street, Chicago. H. C. STROHM, Traveling Passenger Agent 812 Woodmen of the World Bldg., Omaha, Neb.

Baltimore & Ohio

"Our Passengers are our Guests"

ing. The Commercial club was well represented by wholesalers, manufacturers, retailers and professional men. As-Sar-lan was represented by Secretary J. D. Weaver, George Haverstick, governor; and Everett Buckingham, president of the board of governors, who at the meantime represented the Union Stock Yards and the South Omaha live stock interests.

Visit Irrigation Country.

Leaving Cheyenne, the special train took the Omaha crowd through the valley of the North Platte river for a one-day booster tour into the heart of that rich irrigated country. They stopped at Gering, Scott's Bluff, Mitchell, and in fact all the towns along that Burlington line during the run Saturday; and everywhere they were received by a long caravan of automobiles that took them over the town.

At 10 o'clock Saturday night the special pulled into North Platte, where the business men had been waiting for them. They took the Omaha crowd to the big opera house, where a lunch was served and a musical program offered.

"I never saw a bunch of people so

All Are Prosperous.

enthusiastic over their country as those fellows in the North Platte valley," said J. D. Weaver. "They all have good prospects, they all wear good clothes and have money. They have a right to be proud of that country. Cattle are fat and sleek. Sugar beets are looking fine and the enormous factory at Scott's Bluff can no longer mill the great quan-

ties of beets produced in that valley, so that many of them have to be shipped to other factories. Much alfalfa has already been put up, and the four crops for the year are assured."

Governor John H. Morehead, who stayed with the Omaha party throughout, said he had made many a trip into

that North Platte valley county, but had never seen the country so exceptionally prosperous as it appears at this moment.

Apartments, flats, houses and cottages can be rented quickly and cheaply by a Bee "For Rent."

The PLAZA HOTEL NEW YORK FIFTH AVENUE AND FIFTY NINTH ST. The coolest hotel in New York. Overlooking Central Park. Within easy distance of all theatres and shops. Your address known the world over while you stop at The Plaza. OUTDOOR TERRACE AND SUMMER GARDEN Special Dancing Features Single Rooms with Bath, \$3.50 up Double Rooms with Bath, \$5.00 up To reserve rooms or to secure further information address FRED STERRY, Managing Director

"Pure Beer Means Better Work" Good beer is almost an ideal beverage with a simple meal," says Dr. Leipoldt, author of Commonsense Dietetics. The slight amount of bitter it contains is a direct digestive stimulant. Millions of people would work better if they drank Schlitz in Brown Bottles Moderately Every Day and their meals would be twice as enjoyable. For Schlitz is pure, and there is no better beer brewed. Its malt is food; its hops, tonic, and the Brown Bottle protects its purity from the brewery to your glass. It costs no more than light bottle beer. See that crown is branded "Schlitz" Phone Doug. 1597 Schlitz Bottled Beer Depot 723 S. 9th St., Omaha, Neb. Phone 424 Hy. Gerber 101 S. Main St., Council Bluffs

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