

CHICAGO POLICE UNDER INDICTMENT FOR PART IN ELECTION FRAUDS

Grand Jury Brings in Indictments Against Former Officers of City.

MEN HIGHER UP BLAMED

Chicago, May 4.—A grand jury today returned four joint indictments against former Chief of Police John M. Collins and five other police and city officers in connection with alleged corruption in the Chicago police department.

The action of the grand jury is the result of an investigation made by the civil service commission growing out of charge to the effect that the city police force had been used during the recent mayoralty campaign in the interest of Mayor Edward J. Dunne, who was defeated for reelection.

Those under indictment are: John M. Collins, formerly chief of police; William J. O'Connell, formerly commissioner of public works, and chairman of the Democratic city committee; Edmund H. Roche, city purchasing agent and member of the Democratic city committee; Frank D. Comerford, former police attorney; Detective James McGrath; Detective Patrick McNulty.

In its report the grand jury stated that "while the evidence presented has caused us to hold the former chief of police and his associates in the unlawful transactions chiefly responsible for the transgressions, we consider the inspectors, captains and lieutenants guilty of reprehensible conduct and deserving of severe censure for their actions in being parties to the soliciting and accepting of contributions, under stress, from those of lower rank on the police force."

This indictment against former Chief Collins charges mutilation of officials' records of the police department and city of Chicago and violation of the criminal code.

The bonds of the higher officers were placed at \$5,000 on each indictment. This makes the bond of former Chief of Police Collins \$15,000. The bonds of O'Connell, Roche and Comerford \$5,000 each, and that of the two detectives \$2,000 each.

W. S. HARKINS SCORES DEMOCRATIC WASTE

(Continued From First Page)

Winston-Salem, N. C., May 4.—Winston-Salem is the largest city in North Carolina having a population of thirty-five to forty thousand. There the aldermen receive \$100 each a year.

In Raleigh, says Mr. Rollins, they receive the same amount, while in Asheville the aldermen are paid \$300 a year and \$300 per cent more.

"Why this difference," asks Mr. Rollins. Mr. Rollins argues that the people of Asheville should no longer submit to the present oppressive and unsatisfactory condition of city affairs.

ATTACK ON MEXICANS AT SALINA CRUZ

Mexico City, Mexico, May 4.—Telegrams received in Mexico City from Salina Cruz late this afternoon tend to confirm a report from Vera Cruz to the effect that the Guatemalans made an attack on the Mexican lighthouses at San Benito, on the west coast, about eighteen miles from the Guatemalan port of Ocos.

The telegrams from Salina Cruz state that the same rumors current in Vera Cruz regarding the attacks on the lighthouses are in circulation at Salina Cruz, and that the report there even goes to the extent of naming some of the Mexicans on whom the assault was made.

The attacking force, it is stated, was much greater than those who defended the lighthouses, and rifles were used.

At the state department and at the Guatemalan legation nothing is known of the reported attack.

PRICE'S SUIT AGAINST EXCHANGE WITHDRAWN

New York, May 4.—Henry W. Taft, and William M. Ivis, counsel respectively for the New York cotton exchange and Theodore H. Price, in the suit, Price has brought against the exchange, seeking to overthrow the existing system of classification of cotton grades, announced tonight that he had been agreed to have the questions raised in Mr. Price's suit determined by a referee. The referee is to be agreed upon by the counsel.

It was also agreed that the pending motion of Mr. Price for an injunction against the exchange, restraining it from carrying out its classification scheme should be withdrawn.

GEORGIA BOY, TWELVE YEARS OLD, MISSING

New York, May 4.—At the request of the police of Atlanta, Ga., the police of this city tonight sent out a general search for Charles Alphonso Sanders, a twelve year old boy, who it was stated, had been missing from his home at No. 14 Deaver street, Atlanta, since April 26.

The Georgia authorities are of the opinion that the boy ran away and came to New York.

If you can't digest coffee

Use POSTUM FOOD COFFEE

"There's a Reason"

Read "The Road to Wellville," in packages.

Taft Leaves for the Exposition



SECRETARY OF WAR TAFT.

Washington, D. C., May 4.—Secretary Taft left Washington tonight for Hampton Roads on the regular line boat accompanied by Mrs. Taft and General Crozier, Associate Justice Moody and Miss Mabel T. Boardman.

Upon arrival at Fort Monroe tomorrow morning the party will tranship to a private yacht and spend two days in a careful inspection of the Jamestown Exposition and in visiting the ancient town (the of Jamestown, returning to Washington next Tuesday.

It is stated that the secretary's visit has no connection with the financial affairs of the exposition, although he is a member of the government commission.

BONDS TO LIQUIDATE EXPOSITION'S DEBTS

STORY THAT BIG SHOW IS INSOLVENT IS EMPHATICALLY DENIED.

Norfolk, Va., May 4.—To complete in detail the construction of the Jamestown Exposition and liquidate all the floating indebtedness of the exposition company, the board of directors of the Jamestown Exposition Company at a meeting late this evening authorized the issuance of \$400,000 in bonds, the 500 acres of improved property, including magnificent permanent buildings, being offered as security.

The matter of negotiating the bonds was left with the board of governors and Treasurer Nathaniel Doan, who is president of the National Bank of Commerce.

President Tucker, Chairman C. Brooks, Johnstone and J. Taylor Ellison, of the board of governors, are in New York negotiating the loan.

The report that the exposition company is on a financial precipice was declared to be absolutely without foundation by Barton Myers, who heads the financial department of the company. He says that the company's assets are far in excess of its liabilities.

The board of governors, the administrative body of the company, was unanimously indorsed by a rising vote of the forty directors.

GIRL AND BULLDOG FIGHT MASKED MEN

AIDED BY ANIMAL, MISS BESSIE GREENAMEYER DRIVES THREE BURGLARS FROM HER HOME.

Sioux City, Ia., May 3.—Expecting to meet her sweetheart, Miss Bessie Greenameyer opened the front door of her home this evening for three masked robbers, who marched in with pistols drawn. Defying their threat to kill her if she made a sound, the young woman screamed loudly and gave battle.

The girl's sister-in-law, Mrs. A. G. Greenameyer, ran from her room upstairs with her bulldog, Tige, and promptly attacked the intruders. But for the danger of killing one of their own number the men would have shot the dog, and possibly the woman, but the burglars fled as best they could to escape the teeth of Tige.

The commotion aroused the neighbors and the men, with some of their apparel missing, bolted for an alley, where the police later found their masks.

Mr. Greenameyer, who is a wealthy livestock commission merchant, had gone to his club and his wife and sister were alone. Mrs. Greenameyer has one of the finest collections of diamonds in the city. The jewels were all in the house, and Miss Greenameyer says she screamed to warn her sister to hide them. She was choked and thrown to the floor, but only slightly hurt.

SLATER STATE NORMAL HAS COMMENCEMENT EXERCISES

Winston-Salem, N. C., May 4.—The annual commencement of the Slater State Normal and Industrial School began last night with an entertainment by the practice school department that was indeed creditable. Tomorrow morning at eleven o'clock the annual sermon will be preached by the Rev. John A. Whitited.

DR. GARDNER, 7 TO 10 FAVORITE EASY WINNER

New York, May 4.—Dr. Gardner, 7 to 10 favorite, scored an easy victory in the Montague stakes, one mile and a sixteenth, which was run over a muddy track at Jamaica today. The excellent handicap winner was considered to outclass his field so much that he was always an odds on favorite. In spite of the price he was heavily played. He won by two lengths.

MADISON AND STONEVILLE WILL GO "DRY" SAYS PREACHER

Winston-Salem, N. C., May 4.—The Rev. E. L. Davis, state lecturer for the Anti-Saloon League, was in the city yesterday afternoon enroute to Greensboro. He returned to Madison today, where he will make an address tomorrow.

Mr. Davis told friends here that Madison and Stoneville would both vote "dry" next Tuesday. That is, they will elect aldermen who are opposed to licensed saloons. He has lectured at both places. Mr. Davis expects to deliver a series of temperance lectures in this city next fall.

THREE FATALLY BURNED IN A MIDNIGHT FIRE

Grand Rapids, Mich., May 4.—In a midnight fire that destroyed the home of Mrs. Frank Tolson at Rosedale station, a few miles north of here, Thomas Coon, aged twenty-seven years, was burned to death and Mrs. Tolson and her daughter Sadie, aged thirteen, suffered fatal burns.

HARRIMAN LINE YIELDS POINT

Surrenders to Corporation Commission in an Important Detail.

Washington, D. C., May 4.—Official information reached the interstate commerce commission today of the cancellation of a traffic arrangement entered into June 18, 1903, between the Southern Pacific Company and the San Pedro, Los Angeles and Salt Lake railroad.

In the opinion of the commission, the abrogation of the agreement is of the highest importance. The facts concerning it were developed at the inquiry recently conducted by the commission into the relations of the Southern Pacific Company with other corporations and were made the subject of much discussion. It was known to be the opinion of members of the interstate commerce commission that the agreement was in regard to the restraint of traffic, and that it might subject the officials who entered into it to prosecution under the Sherman antitrust act.

A part of the commission's inquiry into the operations of the Harriman lines, including the Southern Pacific Company, was conducted at Los Angeles, Cal. In that inquiry J. Ross Clark, an official of the San Pedro line, and a brother of former United States Senator W. A. Clark, president of the San Pedro road, admitted on the stand that he understood, when the traffic agreement was made between his road and the Southern Pacific, that for ninety-nine years on the class of traffic mentioned in the agreement the San Pedro officials could not make a change of rate without the consent of the Southern Pacific.

Mr. Clark further said that that provision was not put into the agreement at the instance of his line.

It developed from the traffic agreement and from further examination of Mr. Clark that the San Pedro Company had agreed not to construct, during the life of the contract, additions to its main line or branch lines that would be in competition with the Oregon Short Lines "northward of the parallel of Salt Lake City, Utah."

What effect the abrogation of the agreement will have on the pending investigation into the Harriman lines is yet problematical, but the announcement of the cancellation of the agreement is received by the interstate commerce commission with great gratification.

It was my duty so to warn 'im. It struck me that duty, to a man so simple and so conscientious, must be dangerous at times. I quite admired the restraint of the red-headed man, and I also wondered at the pleased grin which I had noted upon his countenance. These thoughts were interrupted by the voice of the Teutonic barber.

"Be'nd you, Zare, is von 'oo waits 'is turn," he whispered hoarsely. "You may catch a 'impse of 'im in the glass, if you so please. Dare is von 'oom 'it is certain dat 'im must anger. 'is 'imp black 'air dells me dat 'is is both bad and foolish. De druth is often bairful, but it must be doid. Ach! Dare is de sad difference between such 'air, and dat which I 'ave joost ubon finished gutting' now."

I glanced at the man whom he indicated, and was compelled to agree with his sorrowful verdict. It is a curious and suggestive fact that the villain in melodrama is invariably dark. Such men as G. R. Sims are unfailing judges of character.

I gave my barber sixpence for himself and I seemed to see a certain darkness in his eye as he beckoned the dark-haired man to approach the vacant chair. He had my sympathy in the painful task before him.

But I had forgotten my umbrella, and as I reentered the tansorial chamber I caught the hoarse whisper from my philosopher that has puzzled me ever since.

"Such 'air broves great talent," he was saying, and upon the face of the dark-haired man there shone a gentle smile.

WINSTON MISSIONARY SOCIETY HOLDS MEETING

Special to Daily Industrial News.

Winston-Salem, N. C., May 4.—The D. C. Rankin Missionary Society of the First Presbyterian church, composed of the young ladies and the young married ladies in the congregation, was entertained on yesterday afternoon by Misses Mary and Mable Wiley, at their home in Spruce street. About forty members were present. Mrs. Robert Nissen had a most interesting paper on "The Woman Who Gave Herself." "Go, Give, and Pray," furnished the theme for most instructive articles, read by Misses Robina Mickle, and Flora Leak.

So enthusiastic was Mrs. Henry Rom in presenting the need of money for the work in Africa, that \$50 was pledged in a short while by those present for the work, this in addition to their cot which they keep up in the Elizabeth Blake hospital, at Southow, Ohio.

C. H. McInsters has gone to Norfolk to see the Jamestown Exposition.

DETAILS OF GRAFT IN PENNSYLVANIA

Enormous Prices Paid for Furnishings for New State Capitol.

Harrisburg, Pa., May 4.—According to the official reports to the auditors of the capital investigation commission, issued today, the state paid \$115,910.13 for decorations and furniture in the two rooms of the new capital occupied by the Senate librarian. Of this \$105,046.99 was against the main room and the balance against the private office. All of this went to John H. Sanderson & Co., except \$58,138.78, which was paid to the Pennsylvania Construction Company for metal filing cases.

Sanderson was paid \$1,641.60 for two typewriter desks; \$1,780.20 for two sofas; \$4,416 for three tables; \$1,115.20 for three pairs of silk curtains; \$225.90 for a clock; \$2,148.12 each for three bronze chandeliers, and \$4,100 for painting and decorating.

BACHELORS OFFER BILL MAKING GIRLS ACCEPT

WANT FINE IMPOSED IF DANVILLE WOMEN REFUSE TO WED OR RECEIVE WOOERS.

Danville, Ill., May 4.—An uneffected move has been made by the bachelors of Danville in the fight to prevent the appeal of the unmarried women for taxation of the single men going through the council.

In a counter petition the bachelors ask that the city council enact an ordinance fining every unmarried woman who turns down a wife-seeking man \$50. They also ask that council formulate some plan by which the unmarried women will be forced to meet the bachelors and give them an opportunity of pressing their suits.

While Mayor Lewman, unmarried, has been suffering great humiliation as a result of the attempt of the women to force their ordinance, he is not alone now. At first the women thought they would make the mayor their sole subject of attack, but now they have turned upon two candidates for other offices.

The two are John Torrence, past fifty years, candidate for city clerk on the Republican ticket, and Oliver D. Mann, single and hopeless, candidate for city attorney on the Democratic ticket.

Both men have been told that unless they show some sign of changing their ways before election day, tomorrow, they will be snowed under by such a storm of votes in favor of their married opponents that their friends will not recognize them. The night after the notification of the candidates Mann appeared at a ball accompanied by a woman.

BODY OF MISSING MARVIN BOY FOUND IN MARSH

(Continued From First Page.)

by the fact that Dr. Marvin as well as detectives who stood on the spot when they buried the tall sage grass from it. Further than the marsh has been trampled over time and again within the last week by neighbors and no sign of the child was seen.

Dr. Marvin went on a run to the place described by Pleasant and gently picked up the little form, putting his cap from the face to make sure that it was his boy. Being satisfied that it was his son, the doctor wrapped the body in a sheet and carried him to the house, where he notified the family.

Dr. Marvin is convinced that his son met with foul play. Shortly after the body was found he said:

"Though I am unable to examine Horace closely until the coroner arrives, I am certain he was murdered, his body brought back and left lying on the marsh to give the impression that he wandered out there and died. The clothing showed no signs of having been burned, as would undoubtedly have been the case had the body laid there when the fire swept over the marsh."

The doctor would not allow an examination to be made by any one until the coroner and a physician had made a full and complete investigation. Attorney General Hastings and his deputy will see to the examination of the body, and if foul play is shown, to order arrests if possible.

Detectives who have been on the case are inclined to the belief that the wanderer into the marshes from the farm on the day of his disappearance, and being overcome by the cold, fell exhausted where the body was found.

CAR SHORTAGE PROBLEM SOLVED

Railroad Men Say a Simple Record Scheme Will Do It.

DETAILS OF THE PLAN.

How the More Moving of Cards Will Show the Progress From Station to Station of Every Car in Transit.

That the problem of solving the tremendous freight car shortage on the railways throughout America has been solved, is the opinion expressed by a number of the foremost railway men of the country when interviewed this morning with regard to the plan now under consideration by the American Railway Clearing House.

This plan is nothing more or less than an attempt to keep all the records of all freight cars on all lines in the country by one and the same system—a sort of "car pool" idea, such as has already been recommended by the Keep Commission for valuably operating operations of all

Up to the present this has been handled by recording the car numbers in cumbersome volumes: Each of the clerks at the stations in this way to keep track of the cars is assigned a certain series of numbers to follow. For instance, one would have to keep track of the movements of all freight cars numbered from 4,000 to 10,000. Another one from 10,000 to 18,000, etc. The result is that each clerk's work is practically known only to himself, and in order to find the whereabouts of any one car a performance like solving a Chinese puzzle has to be gone through with every time.

How will the new scheme of shifting cars be working in shown in the general effect of one of the big roads with headquarters in New York City. According to the chief clerk, any number of cars with this new system be set to work pointing up records, all at the same time, simply by dividing up the record cards among them.

MR. HALEY'S STATEMENT.

Car tracing is another item which, under the method now in vogue, requires a fairly sized army of competent men working under a chief car accountant. A special arrangement has been made in this new system, which the commission is now considering, for simplifying this matter of car tracing.

As explained by Chairman Hale, the entire scheme of the "car pool" plan rests upon this foundation: At present the freight cars throughout the country are running only about twenty-four miles a day, which means that they are in motion on

an average of only one hour in ten. The efforts to relieve this situation by buying more freight cars have failed—as a matter of fact, the railroads bought more cars last year than ever before in the history of American railroading. To supply sufficient additional tonnage to keep these cars in motion would mean an expenditure of about \$1,000,000,000 a year for five years.

SIMPLICITY OF THE PLAN.

The whole problem of solving the car shortage, therefore, has resolved itself into a question of being able to keep

Like all epoch-making innovations, this scheme is so simple on the face of it that railroad men are asking one another why nobody ever thought of it before. Briefly, it is a system of cards, indexed by "sign-post" guides for stations and car numbers, which show at a glance the name of the shipper, the number of the car, the goods being shipped, exactly where the car is according to its daily progress, when it is due to reach its destination, and provides as well a post-card system whereby the man at the other end of the line is notified in advance just exactly when his goods will reach him.

It is just like having a miniature railway right on the railroad office man's desk. Every piece of rolling stock and every train are actually represented by a card of a certain number or color. Nothing can get lost, no books are necessary, and the man who is watching the car's progress has the location of the cars instantly available at any moment without looking through any records or doing any special thinking. It is, in a word, an automatic duplication of the movements of the vari-

ous freight cars over any and all lines.

CORPORATIONS USE THE SCHEME.

The plan, according to Chairman Hale of the commission, is nothing other than an attempt to keep in the record-book and on a card of the railroads a given number in simplicity and efficiency to meet the new plan now used by the United States Steel Corporation and the Big Life Insurance companies. These corporations have long made a specialty of these card record systems, which give any desired information at a moment's notice.

One of the most striking features of the plan as now being the American Railway Clearing House is that it calls for a trade-mark system to identify the cars of each railroad, so that they will be immediately traceable by their number as well as by their name.

It is expected that the plan will be adopted by all the railroads in the country, and that it will be in operation by the end of the year.

A SERIOUS SITUATION.

Special Manager E. T. Mitchell of the New York Central Lines says the freight car shortage is further being held in check than was the case a year ago, the coal traffic being much greater, while the coal business itself is not quite so large.

A striking example of how this car shortage is affecting business is that the mines dependent upon the Vanderbilt lines have been steadily shutting down owing to the shortage in cars.

The setting of the American Railway Clearing House committee is being now and is being actively worked by railway men all over the country, as they all realize the vital importance of securing a going way for freight cars in motion and keeping track of them in some such common-sense, fool-proof way as this plan provides.

Part of a set of division point "sign-post" records, recommended by the House for use by railroads. Postal card above shows a filed book of "sign-post" at track

End of a set of "sign post" records—used in tracing freight cars.

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