

WHAT FARMERS WANT

Legislation Demanded by the National Grange.

THREE GREAT CANALS NECESSARY

Nicaragua, Great Lakes-Mississippi and Great Lakes-Atlantic Waterways—Free Rural Delivery, Postal Savings Banks, Anti-Trust and Other Laws Wanted.

SPRINGFIELD, O., Nov. 16.—The 83d annual session of the National Grange convened in this city, with Master Aaron Jones of South Bend, Ind., in the chair. Twenty-six states are represented, the delegates from which, together with those remaining from the State Grange meeting and other visitors, places the total attendance at 2,500 in the city. The Grange began business at once and after the roll call a committee on credentials was appointed. The event of the afternoon session was the annual address of Master Aaron Jones, which, together with the reports of the committees, occupied the time.

Grand Master Jones began his annual address by congratulating the Grange on the prosperous condition of the order. He said the Grange favored national and state laws controlling trusts and state inspection. In closing his address he said:

"I recommend that the National Grange continue to press their demands for appropriate legislation on the following:

"1. Free delivery of mail in the rural districts; and that the service be placed on the same permanent footing as the delivery of mail in the cities and that the appropriation therefor be commensurate with the benefits and demands for the service.

"2. Providing for postal savings banks.

"3. Submit an amendment to the constitution providing for the election of United States senators by direct vote of the people.

"4. Enlarging the powers and duties of the interstate commerce commissioners, giving them and charging them with the duty of fixing maximum rates of fare and freight on all interstate railways.

"5. Enact a pure food law.

"6. Providing for the extension of the market for farm products, making it the duty of the United States consuls to aid in the extending of markets for farm products as for manufactured articles.

"7. The enactment of an anti-trust law clearly defining what acts on the part of any corporation would be against public policy.

"8. The speedy construction of the Nicaraguan canal by the United States.

"9. The speedy construction of a ship canal connecting the Mississippi river with the great lakes and the great lakes with the Atlantic ocean.

"10. Revising the fees and salaries of all federal officers and placing them on a basis of similar service in private business."

Waterways Convention Ends.

MEMPHIS, Tenn., Nov. 16.—The convention of the Western Waterways association adjourned sine die yesterday. The convention has been a notable one, between 600 and 700 delegates representing 16 states being in attendance. Yesterday afternoon the committee on resolutions made its report. The report was adopted without a dissenting voice and the labors of the convention came to an end. The resolutions are substantially as follows:

"Resolved, That we are more firmly convinced than ever that it is the duty of the general government to make liberal appropriations for all the navigable rivers and harbors in the United States.

"Resolved, That we favor the establishment of an additional department of the government to be called 'the department of commerce and industries,' believing that great and constantly increasing appropriations would be secured and more direct consideration and that the people of our country would be greatly benefited. The head of such department should be a member of the cabinet and be appointed as other members of the cabinet are now designated by law."

Captain of the Merrimac.

LIBERTY, Mo., Nov. 16.—Captain James M. Miller, U. S. N., who commanded the Merrimac before it was sunk by Hobson in Santiago harbor, arrived home yesterday and was given a royal reception at William Jewell college, of which he is a graduate. This is Captain Miller's first visit home since war with Spain opened. After being welcomed by the college faculty Captain Miller delivered a short talk, which was received with much enthusiasm. Captain Miller is now in command of the Scandia and is under orders to sail from San Francisco for Manila.

Fatal Duel With Knives.

WEST PLAINS, Mo., Nov. 16.—At Bakersfield, on the interstate stage line, in a duel Luke Seels mortally wounded Postmaster W. M. Sharp with a knife. Sharp is not expected to live through the day. Rumors of improper relations between Seels and Mrs. Sharp had reached Sharp, who demanded satisfaction. A challenge to fight with knives as weapons was accepted. Mrs. Sharp, it is said, sat on the stairway calmly witnessing the death struggle.

Alaskan Boundary Dispute.

WASHINGTON, Nov. 16.—The indications are decidedly against any reopening in the immediate future of negotiations looking to a permanent adjustment of the Alaskan boundary question. The modus vivendi which was adopted to define temporarily the respective rights of the two parties is working satisfactorily, and there is said to be no reason just now for pressing forward toward a solution of the permanent boundary issue.

SENDS IN AN ENVOY. MAJOR LOGAN KILLED.

Colonel Baden-Powell Gives No Satisfaction to Cronje.

MAKE THREATS OF RETALIATION.

Boers Demand Release of Alleged Spy. British Officers Held as Hostages for Safety of Nathan Marks—No Additional News Regarding Progress of Hostilities.

LONDON, Nov. 15.—There is no additional news regarding the progress of hostilities in South Africa this morning except a dispatch from Mafeking forwarded by a runner, dated Oct. 23, which says that during the afternoon General Cronje, the Boer commander, sent an envoy to Colonel Baden-Powell under a flag of truce, to declare that he did not consider the Geneva convention authorized the flag of the Red Cross society to fly from several buildings at once in the town and that in his opinion the employment of natives against whites and the use of dynamite mines were both opposed to the rules of war.

Colonel Baden-Powell replied that the Geneva convention did not stipulate as to the number of Red Cross stations permissible and that the Boers were only required to respect the convent, the hospital, and the women's laager. The British commander also pointed out that mines were recognized adjuncts of civilized warfare and that the defenses of Pretoria were extensively mined. Moreover, he reminded General Cronje that the Boers had fired on natives, burned their kraals and raided their cattle, and that the natives only defended their lives and property.

Despite these warnings from Colonel Baden-Powell, the Boers continued deliberately to shell the hospital and the women's kraal. The sending of the envoy was considered a mere pretext for penetrating the British lines at Mafeking. According to the latest information, the garrison is confident of its ability to hold out until the end of the campaign.

The great delay on South African cables, now amounting to practically five days, and the lack of any definite news from Ladysmith give rise to some apprehension, which is only relieved by the fact that no adverse tidings have come from either British or Boer sources. Nothing is known as to the whereabouts of General Sir Redvers Buller.

Her majesty's ship Powerful has arrived at Simons' bay and began to coal. The cruiser will return to Durban immediately with more guns.

Lord George Hamilton, secretary of state for India, announced in a speech last evening that a relief force would be immediately sent to Ladysmith, and beyond that nothing is known of the British movement.

Threats of Retaliation. LONDON, Nov. 15.—A special dispatch from Cape Town states that State Secretary Reitz has demanded that General White immediately release the supposed spy, Nathan Marks, who is confined at Ladysmith, coupling his demand with a threat to execute six British officers. General Buller replied, according to the special dispatch, that he was entitled to retain the man until he should render a satisfactory account of himself.

NEARING THE END.

Senator Hayward's Condition Very Critical—Death Only a Question of Time.

NEBRASKA CITY, Neb., Nov. 15.—Senator Hayward's illness, which was at first not looked upon as serious, is now causing his friends the greatest alarm. Dr. Bridges of Omaha was summoned yesterday morning and spent the day at the bedside of the patient, for whose recovery he entertains no hope. The physician gave his opinion that Senator Hayward could not recover and that not even a temporary improvement could be looked for and that his death is considered to be only a matter of time.

The malady is said to be similar to that which prostrated Senator Hayward last summer on the speakers' platform at Brownville. There has been no recurrence of the apoplectic stroke, but he is in a state of utter physical collapse. In spite of his enfeebled condition the patient is conscious and able to speak.

Surplus Is to Be Refunded.

LINCOLN, Nov. 15.—After paying all expenses incurred in returning the members of the First regiment from San Francisco to the various places of enlistment in this state a surplus of about \$2,600 remained in the treasury and Governor Poynter has decided to return this money to the contributors, whose money was received after the amount necessary had been raised.

Burlington Lets Contract.

SIDNEY, Neb., Nov. 15.—The Burlington Railroad company has let the contract for grading from Bridgeport, Neb., to Brush, Col. The bridge across the Platte river 30 miles north of here is nearing completion. Tobias Castor and his son-in-law, Westervelt, are here buying up more right-of-way.

Liquor Men Meet at Norfolk.

NORFOLK, Neb., Nov. 15.—At the annual convention of the Nebraska Retail Liquor Dealers' association these officers were elected: John C. Tierney, president; Patrick Stanton, vice president; Charles Krug, secretary and treasurer.

Fireman Fatally Scalded.

NORTH PLATTE, Neb., Nov. 15.—Hays Olemous, fireman on engine No. 1716, was scalded to death at Chappell last night by the bursting of an arch pipe. His parents live at Hershey, Neb.

Quarantine Against Plague.

TRIESTE, Nov. 15.—Owing to a death from the plague on board a Turkish steamer all arrivals from the Mediterranean are now subjected to a period of observation.

Shot While Leading His Battalion in the Philippines.

SON OF FAMOUS "BLAOK JACK."

One of the Sharpest Engagements of the War—Six Privates Killed and Two Officers and Twelve Men Wounded—Eighty-one Dead Filipinos in Trenches.

MANILA, Nov. 15.—The Thirty-third infantry, in one of the sharpest two hours' engagement of the war, with an equal force of insurgents, five miles from San Fabian, Saturday lost one officer (Major John A. Logan, Jr.) and six men killed and two officers and 12 men wounded. The Americans captured 29 Filipinos and 100 rifles and found 81 insurgent dead lying in the trenches and ricefields. Many more Filipinos were doubtless killed or wounded.

The insurgents opened the fight two miles from San Jacinto, while the leading American battalion was passing a clump of houses, in the midst of a coconut grove, knee deep in mud. The Filipino sharpshooters, hidden in trees and houses and in a trench across the road, held their fire until the Americans were close to them, when they began firing. Other Filipinos opened fire from thickets, right and left, farther away. The insurgent sharpshooters picked off the officers first. Five of the Americans who fell wore shoulder-straps or chevrons. But the Thirty-third never wavered. Its crack marksmen knocked the Filipinos from the trees like squirrels and the Americans rushed the trench, leaving four dead insurgents there. The regiment then deployed under fire, with Major John A. Logan's battalion in the center, Major Cronie's on the right and Major Marsh's on the left. The skirmish line, which was a mile long, advanced rapidly, keeping up a constant fire. The Filipinos made an unexpected stand, many of them remaining under cover until the Americans were within 20 feet of them. Major Marsh flanked a small trench full of insurgents, surprising them and slaughtering nearly all of them before entering the town.

The insurgents are supposed to have retreated toward Dagupan. It was impossible to pursue them, as the American troops were exhausted and their supply of ammunition was low.

Major John A. Logan Dead.

YOUNGSTOWN, O., Nov. 15.—A private cablegram from Manila announces the death of Major John A. Logan, Jr., of this city. No details have been received yet. The remains will be brought home on the transport Sikh.

COLUMBUS, O., Nov. 15.—John A. Logan, Jr., who was killed while leading a charge in the Philippine islands, was a member of Governor Bushnell's staff, having been mustered in as a captain and aide-de-camp on April 16, 1896. He was the captain of the Logan Rifles in Youngstown and resigned June 2, 1899.

WRECK OF CHARLESTON.

Cruiser is Fast Aground With No Hope of Saving Anything.

MANILA, Nov. 15.—Further details regarding the grounding of the United States cruiser Charleston show that she struck an uncharted coral reef ten miles east of Kamaguin island. Her stern was almost submerged and the bow almost out of the water. A heavy sea was on and the cruiser began rolling violently. The water-tight doors were quickly closed, but were stove in under the engine compartment. After the first efforts to right her the officers feared she might slide off because of the heavy sea and therefore abandoned the attempt to save her. They hurried to the launches and boats and rowed away, prepared to fight for a landing, with two Colt guns, 134 rifles and ten days rations. Some of the officers and men were dressed in pajamas and underclothing. Two hours after the Charleston struck all had gotten away. A party returned two days later, but found it impossible to save anything. The first landing was made on a little island with a front of barren rocks. Next day the boats again took to the water and proceeded to Kamaguin island, where a landing was made in the expectation that firing would be necessary. So far from this being the case, however, the Charleston's men found a half savage people who regarded them with curiosity rather than hostility.

On the third day the storm had greatly subsided and Lieutenant John D. McDonald and seven men started for the Gulf of Lingayen in a 30-foot sailing launch, hoping to find an American man-of-war. The men were four days afloat, keeping under shelter of the hostile shore for two days on account of the high seas, being most of the time in a soaking rain. Finally they overtook the transport Aztec, which carried them to the battleship Oregon.

The battleship Helena has been dispatched to bring away the crew.

The Charleston was returning from a five-weeks' cruise along the eastern coast of Luzon. In naval circles the accident is considered quite unavoidable. The only wonder is that there are not more such disasters in Philippine waters, which are most indifferently charted. The Charleston lies practically in the open sea, and there is no hope of saving her and the contents of the cruiser.

Funston Starts For Manila.

TOPEKA, Kan., Nov. 15.—General Funston and wife will leave here today noon for San Francisco, from which place the general will sail for Manila. The general is afraid the war in the Philippines will be over before he reaches his destination. General Funston will drop the suit for libel against Archbishop Ireland.

TRAFFIC IN CADAVERS.

St. Louis Police Make Gruesome Find at Union Depot.

FOUR HUMAN BODIES IN TRUNKS.

City Undertaker of Memphis Arrested While Taking Corpses to Keokuk. Makes a Clean Breast of the Whole Affair—Sold Corpses to Medical Colleges.

ST. LOUIS, Nov. 15.—Four zinc lined trunks, such as are used by traveling men to carry samples, each containing a corpse, were taken from the baggage room at the Union station yesterday and Frank Thompson, city undertaker at Memphis, is under arrest. For some time the police have been aware that a traffic in human bodies has been going on through this city and have been on the watch for the guilty ones. Recently a shipment of four bodies in trunks was made to W. H. Hansen at Keokuk, Ia., for whom those captured yesterday were also intended. The expressman who hauled the trunks from the Keokuk depot told the station master there that he believed they contained bodies. An investigation was put on foot and the police of this city notified to look out for any other shipments, with the result mentioned.

When taken to police headquarters Thompson made a clean breast of the whole affair. He said he had the contract for burying the city dead of Memphis. For some time he had been selling the bodies to medical colleges throughout this part of the country. His method was to pack them with excelsior in drummers' zinc-lined trunks and take them with him as baggage as far as St. Louis. From here he shipped the trunks to their destination by express. Thompson said he had been paid all the way from \$50 to \$200 per body. He said the name W. H. Hansen, to whom the trunks were addressed in Keokuk, Ia., is a fictitious one, but refused to state who his consignee is.

In the trunks are the bodies of three negroes, two men and a boy, and a white woman. From appearances they all died of consumption or some other wasting disease. The white woman was evidently somebody of refinement, judging from her looks. Her front teeth are gold-filled. All the bodies are well preserved.

TELLS ABOUT WIRE COMBINE

American Steel Wire Company Chairman Before Commission.

WASHINGTON, Nov. 15.—The industrial commission yesterday listened to the testimony of John W. Gates, chairman of the American Steel and Wire company. Mr. Gates said that while his company controlled a major portion of the wire product of the country, it did not seek to monopolize the business, but on the contrary encouraged other operators. He stated that Germany was the principal competitor of the United States in the manufacture of wire and its products and gave the details of an effort he had made last summer to effect an international consolidation of wireworks, taking in all those of Europe. The combination had failed, he said, because of the impossibility of reaching an agreement on the share of the product to be allotted to the United States.

MILES MAKES HIS REPORT.

Commanding General's Brief and Formal Document Made Public.

WASHINGTON, Nov. 15.—The annual report of Major General Nelson A. Miles, commanding the army, was made public at the war department today. It is extremely brief and formal in character. It announces the transmission to the secretary of war of the reports of the department and staff commanders and makes a brief statement of the strength and distribution of the army, including the muster out of the volunteer regiments, most of the details of which have been already published in the reports of the adjutant general.

Schley Visits Navy Department.

WASHINGTON, Nov. 15.—Rear Admiral Schley, who is about to assume command of the South Atlantic squadron, called at the navy department and had a long conference with Acting Secretary Allen concerning the general character of the service on which he is about to embark. It was the admiral's final call before leaving, as he goes on Thursday to New York, where on next Saturday he will raise his flag on the cruiser Chicago. The admiral's visit led to renewed conjecture as to the probability of his going to some of the South African ports. As to this, however, the admiral declined to say a word.

Dewey Back In Washington.

WASHINGTON, Nov. 15.—Admiral and Mrs. Dewey returned to Washington from New York last night. A navy department official met the admiral and Mrs. Dewey, and escorted them to the admiral's carriage, in which they were driven to the home on Rhode Island avenue presented to the admiral by the American people.

Naval Expense of a Year.

WASHINGTON, Nov. 15.—According to the annual report of the paymaster general it cost \$13,193,174 to maintain in commission the ships in active service in the navy last year. For construction of ships and purchase of ready built ships \$9,964,456 was expended, while \$6,754,974 was absorbed in repairs to ships.

Senator Mason Learns About Beer.

NEW YORK, Nov. 15.—The United States senate committee on manufactures, investigating the adulteration of beer, ales and porter, resumed its hearing yesterday in the Imperial hotel. Senator Mason of Illinois was the only member of the committee in attendance. Several brewers testified as to the purity of their beer.

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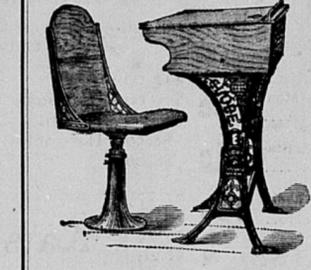
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