

STOCK MEN
FAIL TO GET
TOGETHER

First Attempt to Merge Associations Rejected.

COMMITTEE INSTRUCTED TO FORMULATE NEW PROGRAM
Plan Proposed to Make National a Governing Body With American as Combination of Organizations.

Denver, Colo., Oct. 20.—The proposition to amalgamate the National Live Stock association and the American Stock Growers' association on a basis that would also dispose of the much mooted question of representation of the packing railroad and stock house interests was taken up at a joint conference of the executive committees of the two organizations at the Brown Palace hotel today. A plan outlined by a sub-committee was voted down after a somewhat extended discussion and the sub-committee was instructed to make another effort to formulate a plan that would be acceptable to all interests. The sub-committee will report again tomorrow.

CONFESSES MURDER
OF MRS. M'CLUSKY

WOMAN SHOT AT DOOR OF HER SALOON BY FORMER FRIEND.

Chicago, Oct. 20.—Mrs. Clara McClusky, who was shot down at the rear door of her saloon, 664 West Madison street at 2 o'clock this morning, was murdered by her former friend, Mrs. Clara M. Buckley. Jealous over the friendship of Mrs. McClusky with Albert Pyram, an electrician, led to the crime.

KID M'COY IS
OUT OF THE RING

NOW NORMAN SELBY, MAN OF FAMILY AND AFFAIRS.

New York, Oct. 20.—Norman Selby, who during his career as a middle-weight pugilist in the prize ring was known as "Kid McCoy," was married last night to Mrs. Lillian E. Ellis, the widow of Edward C. Ellis, of Schenectady. Immediately after the ceremony Selby said he had dropped the name of McCoy forever. He was now a sporting life, he said, and would become a business man.

TAFT APPROVES
BRAZOS RIVER WORK

TEXANS WILL WIN CONTENTION FOR EXPENDITURE OF CONGRESSIONAL APPROPRIATION.

Washington, Oct. 20.—Secretary Taft today decided in favor of the contention of the representatives of Texas regarding the improvements of the Brazos river. The last river and harbor bill appropriated \$75,000 for beginning the work, which will ultimately cost several millions if the entire project is approved by future legislation. The decision of the secretary allows the expenditure of the \$75,000 for beginning the work.

CUNLIFFE HAS
COUGHED UP

ALL BUT \$10,000 OF EXPRESS COMPANY'S MONEY HAS BEEN RECOVERED.

Bridgewater, Conn., Oct. 20.—The chances that the police will recover nearly the whole of the \$101,000 stolen from the Adams Express Co. in Pittsburgh by Edward G. Cunliffe, who was arrested here and taken to Pittsburgh today, seems bright. Tonight \$9,045 was found in a trunk belonging to a butler of a prominent family at Black Rock, but the butler and the family by whom he is employed were ignorant of the fact that the large sum was within the house. Although there is a possibility that the remaining \$10,500 has been destroyed, the police are of the opinion that another accomplice of Cunliffe may reveal the hiding place of the missing sum. In round numbers \$90,000 has been found within the past twenty-four hours. After figuring on about \$500 as the amount which Cunliffe has spent or which was found on him when arrested, there is left a sum of \$10,500 yet to be accounted for.

Mexican Minister to Austria Dead.
Vienna, Oct. 20.—J. Zenl, minister of Mexico to Austria-Hungary, died here tonight.

HOPEWELL SAYS THE EASTERN
RAILROAD WILL MOVE STEADILY FORWARD

ALBUQUERQUE
LINE NOT INVOLVED
BY BANK FAILURE

Man Who Built Central Talks of Its Affairs.

GROSS EXAGGERATIONS HAVE COME OUT OF PITTSBURG

Railroad and Its Allied Interests Amply Able to Care for All Its Obligations Here and in the East.

The people of Albuquerque and of all central New Mexico have been more or less concerned at the stories from Pittsburgh to the effect that the closing of the Enterprise National bank would seriously compromise the completion of the Albuquerque Eastern railway, in which the people of this section are so vitally interested. No man's statement as to the situation will be received with more confidence than that of W. S. Hopewell, under whose managing industry and executive ability the new railroad is rapidly materializing. The Morning Journal therefore is doubly glad to be able to give Mr. Hopewell's positive statement that the unfortunate Pittsburgh affair will have no effect on the building of the new railroad which is expected to prove a valuable asset to Albuquerque.

Mr. Hopewell arrived in the city last night from Denver, and while far of business as usual, had time to give the Morning Journal a full and explicit denial of the story from Pittsburgh that the Santa Fe Central and its allied enterprises are heavily involved in a result of the bank failure. At that time Mr. Hopewell said that the story that work on the extension to this city will come to a stop.

"I was in Pittsburgh," said Mr. Hopewell, "in the last week in August, and saw Mr. Clark at that time. At that time I can say positively that the Pennsylvania Development company had borrowed no money of the Enterprise National bank. If it has borrowed any since I have no knowledge of it. Mr. Clark was heavily interested in the Santa Fe Central railway, and furnished a great deal of the money which financed the road and allied enterprises.

"I am satisfied that Mr. Clark had enough money and securities and more than enough to pay any and all debts which he might have contracted either through investments in New Mexico or in the east. Mr. Clark was a conservative, cautious, upright and straightforward man who would not intentionally defraud any man out of a cent. He was of an exceedingly nervous temperament, and that, in my opinion, together with the worry of his financial affairs, caused him to take his life. I regret the whole matter very deeply. Mr. Clark is amiable and had no reason for committing suicide. I cannot say anything creating a belief for a moment that he was a defaulter or that he used one bit of money which did not belong to him.

Torrance Worth Two Millions.
"Who in Pittsburgh at the time mentioned, I had occasion to receive personal statements from Francis J. Torrance, T. Lee Clarke and Arthur Kennedy, of their financial standing. At that time, by an extremely conservative estimate, Messrs. Clarke, Kennedy and Torrance were worth at least \$2,000,000. They had no liabilities and debts, and exclusive of their income policies and exclusive of their investments in New Mexico, \$2,000,000.

"At the time I was in Pittsburgh last August the Santa Fe Central railway company owed, I am positive, nothing at all besides its own bonded indebtedness. If the company has any other indebtedness at present I know nothing of it. I do not believe that it has."

SMALL OBLIGATIONS IN NEW MEXICO.

"The Pennsylvania Development company, the Santa Fe Central Railway company, and the New Mexico Fuel & Iron company owe practically no money in New Mexico, not to exceed \$10,000. What little they do owe is more than met by ample securities, and the companies have property enough in the territory to pay all their New Mexico debts thirty times over."

"The Santa Fe Central railway is at present carrying more than its expenses for operating and maintenance. It has just reached the stage where it can pay its fixed charges. The fact that the Central can make this showing without the completion of the branches to Albuquerque and the Hagan coal fields demonstrates pretty clearly that the road is a valuable property. When the extension to this city is completed, the Hagan coal mines are completed, there is not the slightest doubt that the railway will easily more than pay its fixed charges.

"The closing of the Enterprise National bank of Allegheny will have, I think, no effect on the completion of the Albuquerque Eastern. The road is to be pushed through just as soon as possible. I am going east in a few days and will, Messrs. Torrance, Kennedy and Andrews, will take up the negotiations with New York capitalists exactly where they were at the time of the suicide of Mr. Clark and the closing of the bank. I believe the whole project is to be carried through just as originally outlined."

"You may tell the people of Albuquerque most emphatically that it is the intention to complete the Albuquerque Eastern to this city and to the Hagan coal fields with all possible dispatch, and that to the best of my knowledge the present difficulties of the Enterprise bank will have no effect on the completion of the road."



COLONEL W. S. HOPEWELL,
Whose Confidence in New Mexico Enterprises is Not Shaken by Storm Around Pennsylvania Bank Failure.

ANDREWS AGAIN DENIES
CONNECTION WITH BANK

In Face of Rumors of Notes Bearing His Signature, Cashier Clark's Confession in Hands of Bank Examiner—Shortage May Exceed a Million.

THE MORNING JOURNAL.

Albuquerque, New Mexico: "Pittsburg, Pa., Oct. 20.—I have received your telegram via Washington. The following statement was made by the members of our company yesterday, which is correct.

"The Santa Fe Central Railway Co. was built by the Pennsylvania Development Co. and completed about two years ago. It extends from Santa Fe south about one hundred and twenty miles, connecting the Denver & Rio Grande, the Santa Fe system and the Rock Island system. This road is in good condition and earning much more than operating expenses, and the earnings are steadily increasing. W. H. Andrews is president of the railroad company, Arthur Kennedy is president of the development company, Francis J. Torrance is vice president of both companies, and W. C. Hagan is secretary of both companies. Mr. Clark was treasurer of both companies and had the custody of their securities. The railroad company has no notes out. We are not aware of any notes of the Pennsylvania Development Co. in the Enterprise National bank and the company has no record of such. If, however, Mr. Clark used any notes of the company in his bank they will be paid."

(Signed) ARTHUR KENNEDY, FRANCIS J. TORRANCE, W. H. ANDREWS, W. C. HAGAN, Secretary.

"Neither myself or associates had any connection with the Enterprise bank."

W. H. ANDREWS.

CLAIM TO HAVE DISCOVERED NOTES SIGNED BY ANDREWS
Special to the Morning Journal.

Pittsburg, Pa., Oct. 20.—Investigation of the affairs of the Enterprise National bank of Allegheny, which closed its doors Wednesday, following the suicide of T. Lee Clark, its cashier, has beyond a doubt shown that the institution was conducted in a manner entirely unknown to the board of directors. Papers came to light that the members of the board absolutely knew nothing about, and notes by the dozen are said to have been brought to the attention of the board in the management of the first time.

During the examination by John Cunningham, the United States government official, in whose hands the affairs of the bank were placed, there were discovered two notes which bore the name of W. H. Andrews. The latter has contended right along that there was no paper in the possession of the bank which showed his signature. Examiner Cunningham did not give out any data relative to the two Andrews notes, and he has absolutely refused to say anything about them. Mr. Cunningham having read the statements in the newspapers by Andrews, was almost convinced that there was nothing in the vault that bore Andrews' name, and when he found the notes with "W. H. Andrews' signature on the back, he gasped with astonishment.

The Enterprise bank was the depository of the Pennsylvania Development company, and the Santa Fe Central railway.

Its checks were drawn on this bank for the payment of current expenses incurred in this city.

It was stated today by a director of the company that when money was needed for the railroad in New Mexico the officers of the road would deposit a draft in the New Mexico bank drawn upon Treasurer Clark. The expenses in the southwest were for railway construction and the payment of employees.

SAY CLARK WAS SUPPLIED WITH NOTES IN BLANK
This draft, it is said, would be presented to Treasurer Clark for payment at the Enterprise bank, the institution which handled the financial affairs of the company. If the money was not on hand it would be necessary to borrow it.

any notes outstanding, that if the auditor of the company were in Pittsburgh, he would be able to make this known in five minutes.

RAILROAD IS IN CONDITION TO PROVE A MONEY-MAKER
Mr. Lyon said: "The railroad is built and running, and is earning money and there is no disposition to sacrifice any portion of their valuable holdings by those controlling the company."

"It is already paying and will greatly increase in value within a very short time. The Pennsylvania Development company owns many thousands of acres of valuable timber and coal lands in New Mexico through which the road runs and this is fast being developed. The timber is very valuable and the coal is said to be among the best steaming and blacksmith coal in the United States.

"Those interested in the enterprise have a large fortune within their grasp."

It was learned this evening that Cashier Clark left a written confession. The state authorities have this, but they have not yet made it public.

CASHIER LEAVES CONFESSION DEBTS MAY REACH MILLION
By Associated Press.

Pittsburg, Pa., Oct. 20.—The sensation today in the investigation of the affairs of the suspended Enterprise bank of Allegheny was the report that among the dead cashier's papers was found a confession giving in detail the operations which culminated in his death and the closing of the bank. Details of the statement are not known. The paper was found among Cashier Clark's private papers.

Fred Gwynner, Sr., president of the bank, stated positively that notes for large amounts are in possession of the bank which bear the names of W. H. Andrews, F. J. Torrance and others.

Vice President Bradbury said today that the directors of the bank had opened Mr. Clark's desk on Thursday and had turned over his private papers to Inspector Cunningham. The directors were not cognizant of the contents of the papers.

Late tonight it is reported that a secret conference of Mr. Clark's lawyer, the directors of the bank and their attorney is being held. What is being discussed cannot be learned.

The Post tomorrow will say that despite positive denials it has positive information that the Enterprise bank's shortage will reach \$1,200,000.

Tonight the members of the Clarke family gathered in the Clarke home and the will of the dead cashier was read. It left Mrs. Clark the executor. Until an inventory is made it will not be known what the value of the estate is.

Some of the directors on the strength of what has already been discovered intimate that Clarke was a defaulter to a large amount and it is believed that President Gwynner and the rest of the bank's directors will make some effort to gain control of the Santa Fe Central and the Pennsylvania Development company, which concerns are so much involved in the bank's affairs. By doing this an individual hope to save themselves if they are compelled to make good any shortage to the state.

RAILROAD OWNERS ARE READY TO PAY ALL NOTES FOUND
Pittsburg, Oct. 20.—Walter Lyon, ex-lieutenant governor of Pennsylvania and counsel for the enterprise headed by Messrs. Andrews, Torrance and Kennedy, stated today that if the investigation shows that loans had been made by Cashier Clark for the promotion of the Santa Fe Central Railroad Co. and the Pennsylvania Development Co., the Pennsylvania Development Co. will pay the notes which are now in the hands of the bank's creditors. Mr. Cunningham has ascertained the amounts.

PENROSE SAYS IT IS ALL WORK OF POLITICAL ENEMIES
By Associated Press.

Philadelphia, Oct. 20.—United States Senator Boies Penrose today denied emphatically rumors connecting him with the loans from the Enterprise bank. Senator Penrose's statement follows:

"I have no obligations of any kind in the Enterprise National bank. I am not connected in any way, directly or indirectly, with the notes of W. H. Andrews. If there are any such in the Enterprise National bank, I have no interest whatever in the Pennsylvania Development company, or with any other project in New Mexico. Any imputations to the contrary are malicious falsehoods for political effect."

Washington, Oct. 20.—Supplementing his statement regarding extravagance and waste in public printing, Representative Charles B. Landis, chairman of the sub-committee of the Congressional printing investigation committee, charged with an inquiry into the alleged extravagance in the public printing, today insisted that the statement be made to Congress about Washington and in the garrets and woodsheds of senators and representatives throughout the country. It all represents waste and extravagance and impudence, and the situation fairly shrieks for correction.

There are tons upon tons of documents for which there will never be any demand, piled up in the committee rooms, and in the various departments about Washington and in the garrets and woodsheds of senators and representatives throughout the country. It all represents waste and extravagance and impudence, and the situation fairly shrieks for correction.

Washington, Oct. 20.—The existence of exclusive contracts between the railroads and private car lines, by which the latter assume the business of refrigerating of perishable freight was brought out strongly today in the hearing now in progress before the interstate commerce commission was developed by the testimony of H. M. Emerson, traffic manager of the Atlantic coast line, that the shippers would be compelled under contract with the Armour car lines to use the cars of that company exclusively, or the railroad would not transport their freight.

At the same time, he said, the schedules of the road would permit the use of other private cars and that the apparent inconsistency is a matter that the legal department of the road would have to solve if brought into controversy. The officials of the Central, of Georgia, Southern and Sea-

WILD STORM
SWEEPS THE
GREAT LAKES

Damage to Property Will Be Enormous.

ALREADY MILLIONS OF LOSS CAN BE COUNTED

Only Twelve Lives Known to Have Been Lost Thus Far Though Shores Are Strewn With Wreckage.

Chicago, Oct. 20.—The storm which last night and today swept over northern Lake Michigan, Lake Huron and Lake Erie, was one of the most severe in recent years. As far as returns are obtainable tonight, eleven vessels have been completely wrecked and twelve to fifteen others were more or less severely damaged. Twelve lives are known to have been lost, and as the gale on southern Lake Huron and Lake Erie is still blowing fiercely tonight, it is feared that other losses of life and property will be reported within the next twenty-four hours.

The boats wrecked are as follows: The Frank Perry, sunk off Root Island in the Cheneaux group; steamer Joseph Pay, run ashore near Rogers' Bay, Mich., and broken to pieces by the waves. The schooner Joseph Szw was drowned. The boat is owned by M. A. Bradley, of Cleveland.

Barge D. P. Rhodes, in tow of steamer Joseph Pay, driven ashore near Shaboygan, Mich.

Schooner Emma L. Neilson, stranded in Presque Isle harbor. The boat was badly damaged, but the crew was saved.

Schooner Minnesota, foundered two and one-half miles off Harbor Beach in Lake Huron today, carried down the entire crew of eight men.

Schooner Maudee, ashore eighteen miles west of Erie, Pa.

Schooner Niagara, sunk in Lake Superior off Grand Marais, Mich. Crew saved.

Schooner supposed to be either the Tasmania or Ashland, of the Corriga fleet, sank two and one-half miles southwest of the southwest shore of Lake Erie, carried crew of eight men, of whom nothing is known.

Steamer Sarah E. Sheldon, beached and wrecked near Lorain, Ohio.

Schooner Kingfisher, beached in pieces off Cleveland.

Tug Walter Metcalf, sunk near Breakwater light, Cleveland, and the Minnesota, on which so far a known the greatest loss of life occurred, was coming down from Fort William, Canada, bound for some Lake Ontario port with a cargo of lumber.

The schooner Westmont, which was also towing the barge Melrose. The tow line broke during the storm and the Melrose and Westmont were separated from the Minnesota. They managed to make shelter at Harbor Beach late in the afternoon, and reported they had seen the Minnesota go down. She was in command of Captain Phillips, who had his wife aboard.

The names of the other members of the crew are not known. The boat was owned by the Montreal Transportation company.

The gale created such a sea as has not been experienced by sailors on the lakes in the last fifteen years. Men of the large steel barges which make nothing of the usual heavy seas prevalent at this time of the year, were compelled to seek shelter in the nearest ports.

The east shore of Lake Michigan

(Continued on Page 2, Column 3.)

RIOTOUS
GREETING
IN ATLANTA

Hundred Thousand Georgians See the President.

WELCOMED AS GEORGIA'S "MOST FAMOUS GRANDSON"

Roosevelt Talks to the Point on Great Questions Now Foremost in Our National Life.

Atlanta, Ga., Oct. 20.—The president's visit to Atlanta today was a marked event in the history of the state of Georgia. He was greeted on his arrival by her most distinguished citizens and throughout the day on every hand were shouted words of welcome that left no room for doubt of their sincerity. The city was in gala attire and business was practically suspended that all might greet the distinguished guest. South Carolina, in the person of Governor Heyward, added its welcome to the south.

Threatening clouds of the early morning failed to lose their weight of rain, and although a chilling wind prevailed through the entire day, it failed to cool the ardor of the welcome.

Numerous extra trains brought their burden of Georgians from the surrounding country, and it was estimated that not less than 100,000 persons saw and welcomed the president.

The presidential train came into the handsome new station exactly on time and as it appeared threading its way through the maze of tracks in the yards it was given a noisy welcome by all the steam whistles in that part of the city. The demonstration increased as the train drew near the station.

Waiting to receive the president was the committee headed by Governor Terrell and composed of Senator A. S. Clay and Congressman Livingston. Mayor H. H. Spivey, Bishop C. K. Nelson, of the Episcopal diocese of Georgia, a committee of ladies headed by Mrs. Terrell and Mrs. Clark Howell were in readiness to receive Mrs. Roosevelt. The president and Mrs. Roosevelt stepped aboard and greeted the president and Mrs. Roosevelt. A moment after the president's arrival introductions followed. Mrs. Roosevelt and her party departed almost immediately for the governor's mansion, while the president and party were escorted to the station by the line of march which quickly formed and the president and his escort started for Piedmont Park where the state fair is being held.

The distance from the station to the park is about three miles and throughout the entire route, which ran along historic Peach Tree street, crowds lined the sidewalks and gave the president a cheering and cheering as he passed. The president's party, which included the executive staff, the president's family and a few members of the staff, were escorted to the park and again he was greeted by the cheering of the thousands from all the engines. In fact, the president delivered his address. The president of the fair association introduced Governor Terrell, who presented the president and introduced the president. As the president spoke the throng cheered him heartily and waved their hats, umbrellas and handkerchiefs.

The president said: "Here in this great industrial center, in this city which is a typical southern city, and therefore a typical American city, it is natural to consider certain of the problems of our industrial problem which this attention has to solve. In this world of ours it is practically impossible to get success of any kind on a large scale without the aid of something for the exceptions to the rule are too few to warrant our paying heed to them; and as a rule it may be said that something must be paid as an offset to the things that we get and for everything we accomplish. This is a notably true of our industrial life. The problems which we of America have to face today are very serious, but we must not allow ourselves to be discouraged. All they are only part of the triumphs we have won for the high position to which we have attained. If we were a backward and stationary country we would not have to face these problems at all, but I think that most of us are agreed that to be backward and stationary would be altogether too high a price to pay for the avoidance of the problems in question. There are no labor troubles where there is no work to be done by labor. There are no troubles about corporations where the poverty of the community is such that it is not worth while to form corporations. There is no difficulty in regulating railroads where the resources of a region are so few that it does not pay to build railroads. There are many excellent people who shake their heads over the difficulties that as a nation we now have to face; but their melancholy is not warranted, and a very narrow degree, for most of the things of which they complain are the inevitable accompaniments of the growth and greatness of which we are proud."

Now, I do not wish to be understood to mean to say that there are not many and serious evils with which we have to grapple, or that there are not unhealthful signs in the body social and political; but I do mean to say that while we must not show a foolish optimism we must not show a pessimism. There is every reason why we should be vigilant in searching out what is wrong and unhealthful and in striving to remedy it. But at the same time we must not hinder ourselves to what has been accomplished for good, and above all we must not lose our heads and become either hysterical or morose in grappling with what is bad. Take such a question, for instance,

NATION IS AFFLICTED
WITH PRINTING MANIA

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ARMOUR'S RULE ABSOLUTE
THROUGHOUT THE SOUTH

board Air lines testified that the Armour car lines have exclusive contracts with their roads to handle all refrigerator business.

Wichita, Kas., Oct. 20.—Ex-Congressman Jerry Simpson is lingering between life and death in the St. Francis hospital in this city. Although he is conscious the attending physicians state that while he may live for several days there is absolutely no hope for permanent recovery.

SIMPSON MAY LIVE
FOR SEVERAL DAYS

BUT PHYSICIANS SAY THERE IS NO LONGER HOPE OF PERMANENT RECOVERY.