DYSPEPSIA

victims greater suffering than

does dyspepsia. If you have

dyspepsia or indigestion in any

form do not ruin your stomach

Duffy's Pure

Malt Whiskey

it will cure any form of indiges

to its normal condition.

tion and will restore the stomach

PRES.—If you are sick and run down, write us, we can help you. It will com you nothing to learn how to regain health, energy and vitainty. Write for free medical booklet and testimonials.

DEAR Size: I have aiready used two bottles of your Duffy's Pure Malt Whistey. I took it in the way of an age nog every morning. I had been troubled with a baroing sensation after meals for a long time, but was completely cured.

ISAAC T. GREENWOOD, Tacopy, Pa.

DUFFY MALT WHISKEY CO., Rochester, N.Y.

with drugs, use

Captain Parker Opens His Speech in the 'Admiral's Favor.

FINISHES FOR DEPARTMENT

Parker Reaches the Coaling Question When Court Adjourns-Defends Schley's Conduct at All Stages.

WASHINGTON. Nov. 5 .- The time self with outlining its character. of the Schley court of inquiry was entirely partment, which had been begun yesterfor Admiral Schley.

Mr. Hanna today considered the retrograde movement, the bombardment of Colon

Schley of disobedience of orders. Captain Parker had only reached the coalstages of the campaign as far as he went. concluded his arguments when at 1 o'clock It is expected that Captain Parker will the court took its usual recess for luncheon. conclude his speech tomorrow and that Mr

#### Rayner will begin. Hanna Resumes.

Mr. Hanna began where he left off yesterday and after referring to the retrogade movement, the discussion of which he had entered upon yesterday, he took up the ron and from that entered upon a disception of the purport of the testimony.

to proceed tomorrow.

Admiral Schley entered the court room at an early hour and his friends were gratified that the severe cold with which he suffered yesterday had greatly improved. Mr. Hanna briefly reverted to the discus- a half hours. sion of the flying squadron from Cienfuegos to Santiago for the purpose of showing that neither Vixen nor Merrimae had been the

#### cause of delay on the voyage. Charges Disobedience of Orders.

Mr. Hanna continued his discussion of the retrogade movement, saying that but one explanation had been given for it in Admiral Schley's testimony, namely, the inadequacy of the coal supply. "There is," he said, "no suggestion of any other reason in this dispatch. In his testimony before for leaving his station off Santiago, but no one of these four reasons appears in his telegraphic report made at the time."

Mr. Hanna then took up specification five of the precept, relating to the circumstances attending the reasons for the disobedience by Commodore Schley of the orders of the department contained in its dispatch dated May 25, 1898, and the propriety of his conduct in the premises. In this connection attention was directed to the fact that the court was, by letter of August 1, 1901, inatructed that it is "absolutely free to re-port, if such shall be found to be the case, that Commodoge Schley did not willfully disobey orders, but that he was justified in

disobeying them." dore Schley was acting under the orders contained in dispatch No. 8, when the retrogade movement began, May 26, that order was superseded by the dispatches delivered on Brooklyn May 27 by Captain Cotton, in command of Harvard, and in one of which it was said that "all the department's information indicated the Spanish division is atill at Santiago de Cuba." and to which order was added: "The department looks to you to ascertain fact and that the enemy, if therein, does not leave without a de-

cinive action.' Mr. Hanna took issue with Admiral Schley that this was a suggestion and not a mandatory order. "So far from being suggestive, doubtful or uncertain are the terms of this order that they approach the verge of re-proof," said Mr. Hanna. "Their incisive distinctness is notable, so much so that I think few subordinate officers, having turned their backs on a task to which they had been assigned, would care to be arrested in such act by a telegraphic order from a erior couched in such terms."

Mr. Hanna quoted Admiral Schley's dispatch of May 27, in which he expressed regret, over not being able to obey orders, saying that as it was written after the Cotton dispatch had been received, it was an explicit confession that the Cotton teleram was an order. Commenting upon this dispatch, he declared that it was most remarkable one to be found in the annals of the American navy."

# Asserts Coaling Was Easy.

He contended that the repairs to Merrimac could have been made, as they were, without going to Key West and that Texas was not in severe straits for fuel. As for Vixen, it was not a fighting ship and could have been sent for coal. Brooklyn, he said, was abundantly supplied. He also said that on that day, May 27, the condition of the sea was not such as to prevent He asserted that the weather was rough only on May 25 and that there-fore Commodore Schley's assertion that the weather had been botsterous and the sea rough ever since leaving Key West was

unjustified by the facts. "Referring," he said, "to the indisputable evidence of the squadron logs, it appears that Brooklyn could have remained on blockade about thirty-Two days, Massachusetts, about twenty-four days; Iowa, eighteen days: Texas, forty-six days, and Marblehead, six days, retaining still coal enough to reach Gonaives, Hayti, a point where, by Admiral Schley's tstimony, he could have coaled the smaller vessels in the ports and the larger ones off the coast." The speaker also controverted the statement made in his dispatch to the department to the effect that "it is not possible to cruise to leeward of Cape Cruz in summer, owing to southwest winds," quoting several witnesses to show that the wind

#### was not from the southwest. Causes Grave Anxieties.

Quoting from the expression from the same dispatch, "It is to be regretted that the department's orders cannot be obeyed.' Mr. Hanna remarked: "Most undoubtedly that was a critical time and the action of Commodore Schley in abandoning his station before thus, as he himself states, failing to obey the department's orders created grave anxieties in our national counsels." Specification seven was next considered. This requires an inquiry as to whether every proper effort was made to capture Cotiago. Referring to it. Mr. Hanna said: "Certain cautionary orders, some of them confidential in their character, issued by the department to Admiral Sampson and printed in the record of proceedings and also in the appendix of the bureau of navigation have been cited as forbidding the exposure of vessels to the fire of batteries and justifying Commodore Schley's conduct of the so-called reconnoissance of May 31. Assuming that the substance of these orwas communicated to Commodors court-martial learned friends here would Court adjourned by Admiral Sampson at Key West have thundered against him. I say that no tain time to finish.

SCHLEY'S SIDE OF ARGUMENT on the 18th of May, 1898, it is clear that there was no application to the conditions existing at Santiago on the 31st of May."

> Withdrawal of the Ships. Mr. Hanna referred to the eighth specification of the precept, concerning the withdrawal of the ships of the flying squadron from the vicinity of the harbor of Santlago at night. Of this he said: "It does not appear from the testimony adduced before this court that the vessels of the flying squadron were withdrawn from the entrance to Santiago harbor to a distance at sea, and therefore the extent and character of such withdrawal need not be discussed." Taking up the blockade of Santiago, Mr. Hanna said he did not feel competent to dis-

cuss it, and therefore would content him-

Mr. Hanna said that beyond Brooklyn's devoted today to hearing arguments in the turn the battle of Santiago was not involved case of Admiral Schley. Mr. Hanna fin-ished his argument on behalf of the de-and Navigator Hodgson evidently had observed Commodore Schley's movements on day, and Captain James Parker began, but the day of the battle from different standdid not conclude his presentation of the case points. He quoted Captain Evans of Iowa and Lieutenant Nicholson of Oregon to sustain the contention that Texas came to a stop. Thus, he argued, a battleship was and the charge made against Admiral not only imperilled, but delayed by the danger of collision at this critical time. The loop of Brooklyn was, he concluded, ing question when the court adjourned. He | the only mistake of that day that had called defended the conduct of his client at all for any investigation. Mr. Hanna had not

#### Brooklyn's Loop

After recess Mr. Hanna continued his remarks concerning Brooklyn's loop, contending that it was not made to avoid Brooklyn's being rammed, as there was no such effort at that time. He quoted Commander Wainwright's testimony to the efquestion of coal supply of the flying squad- feet that Brooklyn's turn left a gap for the escape of the enemy. Mr. Hanna discussed cussion of the blockade off Santiago and the reported colloquy between Commodore the reconnoissance of May 31, when the Schley and Lieutenant Hodgson, which ship Colon was bembarded as it lay in the forms the tenth count is the precept, in harbor off Santiago. Mr. Hanna spoke in which Schley was reported to have said calm and dispassionate terms and generally during the turn, "D-n the Texas." This contented himself with outlining his con- remark, Mr. Hanna said, showed a lack of interest in another ship of the feet. He The understanding at the beginning of expressed the opinion that there was much Parker would follow Mr. Hanna in Admirat this incident. He also discussed the ques-Schley's behalf, and while he gave no tion of the correspondence between Admiral speak, it was generally supposed that he The correspondence had been initiated by would conclude today, allowing Mr. Rayner | the admiral, said Mr. Hanna, and Hodgson had maintained the correctness of his original position.

With his remarks upon this correspondence. Mr. Hanna concluded his speech at 2:35 p. m., having spoken about four and

### Begins Speech for Schley.

Captain Parker, junior counsel for Admiral Schley, then began his address in support of Admiral Schley.

"I doubt," said Captain Barker, "if the naval history of the world presents, or ever has presented, a case of the importance and character of that in which we have been so long engaged. I doubt if a tribuna! more exalted in the character of the persons who compose it has ever sat in judgment upon a brother officer. I doubt if any man this court Admiral Schley gave four reasons of the lifelong character and standing and conduct that Admiral Schley has always dis played was ever called upon to ask an investigation of his conduct as a victorious commander of a fleet."

Continuing, Captain Barker compared this case with the charges made after the battle of Lake Erie, in which case there might have been some foundation, but in this there was no foundation whatever. He said that the court had in its wiscom prevented comparisons with other officers engaged in the Santiago campaign. "There is no accuser here." he said. "Nebody is on trial, and yet the case has been conducted as though Commodore Schley were on trial. We get it," he went on, "in the order of an argument now being made here, so that we

# Interviews with Sampson

Taking up the events of the campaign in heir sequence, Captain Barker spoke of the nterviews between Admiral Sampson and Commodore Schley at Key West, saying that he would not give the admiral's testimony on this point. He pointed out, however that Schley was not then informed that the Spanish fleet had left Curacoa, notwithstanding Sampson had been in possession of this information for three or four days. He quoted Sampson's orders to Schley to proceed to Cienfuegos and there establish a blockade, and quoted Schley's testimony to the effect that Sampson told him he had at that time no advices as to the whereabouts

of the Spaniards. Speaking of the cruise to Cienfuegos Captain Parker said it was inconsistent to criticize Admiral Schley for stopping to take Captain Chester on board, while at the same time criticising him for not calling Captain McCalla aboard. "We can't," he sald, "blow hot and cold in the same breath. The truth is, there was no real de-

ay in the voyage. Reverting to the claim that Commodore Schley had not made proper efforts to locate the enemy at Cienfuegos, Captan Parker said that the task of landing a boat on the coast was an exceedingly dangerous one. "There is no evidence," he said, "to show were disastrous. He assumed and rightfully assumed that the people there were enemies and he acted accordingly."

# Cienfuegos Blockade.

As for the Cienfuegos blockade, he held that it was sufficient that no vessel had gone in or come out without permission. Moreover, the admiral had taken all the steps possible to take to ascertain whether the enemy was there. The question of the signal lights on shore

at Cienfuegos was also reverted to and the speaker said it was certain that Commodore Schley had not known anything of their significance until Captain McCalla arrived. 'All the earthly reason Captain Chadwick had for not communicating the signals to Schley," Captain Parker said, "was beyond his comprehension. So far as seen Captain Chadwick was the only person to whom Captain McCalla had communicated his well be inferred, as he had information that orders. It was merely a suggestion as to no one else had, that he would have regarded the memorandum in a different light

from what others would who knew less." "I contend that up to this time, so far as the blockade is concerned, so far as his conduct there is concerned, there is absolutely nothing shown by the testimony in this case from which the slightest suspicion of fault can be placed upon Commo-

#### dore Schley. "Dear Schley Letter."

speaker then read the "Dear Schley" letter of May 20, in which Admiral Samp son said he had decided not to change his plans to hold Cienfuegos as he felt that even if Cervera had taken refuge at Santiago he must inevitably still go to Cienfuegos, and commented upon it at some

length. He contended that both this dispatch and No. 8 had been sent at a later date than had been suggested by the naval officials Sampson had, he said, instructed Schley to return to Cienfuegos, not withstanding the department's advice to proceed to Santiago, and in No. 8 discretion had plainly been given to Schley. "Suppose," he said, "he had gone off and it had been found that the Spaniards were there, he would have been lay without a gun being fired at it. I am not condemned and justly, and in case of a faulting anybody for this."

criticism is deserved for the commodore's

onduct at Cienfuegos. Taking up the question of the progress of the flying squadron from Cienfueges to Sanliago, Captain Barker said that if the court will take the trouble to look at the logs of the various ships the members will see that there is nothing in that charge. "I prefet to take what the officers wrote at the time

rather than what they may say now." Captain Parker claimed that in the pas sage from Cienfuegos to Santiago the speed of the slowest vessel of the squadron must be that of the speed of the squadron. It would not have been the common-sense idea of the situation, he said, to have abandoned the collier and to make all speed for San

# Commends Schley's Conduct.

Captain Parker also commended Commodore Schley's conduct of the cruise to Santiago. He had, said the speaker, acted according to the dictates of his best judgment, a judgment which, the captain said, was better than of less experienced officers, an experience which had been gained in command "under circumstances of every likely to be correct as those young officers ors in the various wards.

who for the first time in their lives were Clerk Shrigley was ke given command of a small boat."

Taking the fleet from the southward from Santingo, May 26, Captain Parker detailed he meeting with the scout boats and said that the condemnation of the commodore for cot communicating with Captains Jewell "All that Wise had to do," the captain said. "was to signal that he had important information and he would have been asked to come on board. the business of any subordinate officer to mayor, and no intoxicated men were seen make known to a superior any information on the streets.

he may have." In the absence of information by the captains of Yale and Minneapolis, Captain Parker held Admiral Schley had a right to suppose that Captain Sigsbee had given all the information to be had from the scouts. Speaking of the information conveyed by Captain Sigsbee, Captain Parker said that officers was "curiously blind, not purposely blind, but curiously He not only had not been able to today's proceedings was that Captain to sustain Mr. Hodgson's recollection of find out anything about Colon, but when it was there and in plain sight on May 25, a clear, bright day, when Sigsbee was definite intimation as to how long he might | Schley and Lieutenant Commander Hodgson. off the harbor sketching, he had failed to see it. This is to me one of the mysteries of the campaign.

#### Wise in Turning Back.

Admiral Schley objects to the date of the 25th, but Captain Parker maintained that he was correct and proved it by Colon's log. Continuing, he said that with the information given Commodore Schley had acted wisely in turning back to Key West. Whether he acted wisely and his judgment was sound, is for you, gentlemen of the court, to say, not with the information that has come since, but with the light that the commodore had at the time." Going back to the cruise to Cienfuegos, Captain Parker referred to the sending away of Eagle. He said that Commodore Schley had not sent that vessel away from choice, but because of his great need for auxiliary cruisers.

Captain Parker referred to the dispatch from the department received by the Harvard at Mole St. Nicholas, May 26. "Proceed at once and inform Schley and

also senior officer present off Santiago de he read from the dispatch. "That dispatch does not contemplate at all that Commodore Schley is at Santiago." he continued. "It is to inform Commodore Schley and also the commanding officer off Santiago. So that at that time the department evidently did not contemplate Commodore Schley had arrived at Santiago and vet we have heard it said he was due there on the 24th.

Captain Parker read: "The department's information indicates that the Spanish division is still at Santiago

'Is there anything positive about that? If the department had chosen to say that the Spanish squadron 'is at Santiago' that would have been another thing. There wer still some doubts apparent in the mind of the department on that subject."

Referring at this point to the testimony of Captain Sigsbee, Captain Parker said i was not necessary to impeach anybody' veracity, "but slippery memory, after all by," he continued, "and the memory four or five persons as to what Sigsbee said is better than that of Sigsbee. I think the court can be sure that Captain Sigsbee did say to Commodore Schley, when he came aboard the Brooklyn, that "The Dons are

# Decisive Action.

Again quoting from the dispatch Captain Parker read: "The department looks to you to ascertain facts." "Didn't the com-"Didn't the commodore ascertain facts?" he asked. "And that the enemy therein does not leave without decisive action," he continued, reading. 'Well, was there not decisive action?" he asked. "The poor old Spanish admiral was there with his flags flying gaily at his mastheads on that Sunday morning and before o'clock of that day he saw his ships on the beach burning, blowing, and all destroyed. He came on board the American ship without shoes for his feet or hat for his head and a pair of drawers and an undershirt. that Captain McCalla made any effort to Decisive action? Was there anything that send his men on shore, except during his was more decisive than that? There is cable-cutting expedition, when the results doubt," he went on, "from one end to the other. There is nothing positive about it. Then followed injunctions about coal, but they 'cut no ice' whatever. No doubt the commodore could have gone somewhere for coal, but I do not believe it was ever contemplated that he should have gone off 125 miles for it. So there is nothing positive mandatory in that Harvard dispatch?" Then he took up Commodore Schley's dis

patch, forwarded by Harvard, and defended the position taken by the commodore in that message. He then referred to the sentence in which the commodore informed the department that he had been unable to obey

Suggestions Not Orders. "If a subordinate informs us that he is inable to obey orders we do not charge him with disobedience. We may censure him for bad judgment," he continued, "but for nothing more serious. Failure under such circumstances is not always disobedience. We can all look back and see Hence, if Chadwick had prepared how we could have done differently. Now the McCalla memorandum it could very I say that Commodore Schley never had any what he should do. He was to find out if that squadron was there and to see that it did not leave without a decisive action Even if true that the commodore committee gross errors of judgment, which I do not admit, but even if true, he had no motive but to do his whole duty, as from the he ginning he had always done it, no more, no

> Concluding his remarks for the day Captain Parker said: "That brings us to a discussion of the so-called reconnaissance which I think can be summed up in a very few words. We have had the information of all the gentlemen who were clothed with responsibility in the case, that they could, and they would, etc. Well, perhaps, they would; undoubtedly they could have gone in, the whole of them, and risked the ships and been called fools for their pains. They might have come out successfully they might have done something to Colon which was not done; they might have sunk t. I do not think that point the least probable. There is one little incident about this matter. We are permitted to go up to June 1 and we see by the log of Colon that it was there until 1:30 o'clock. At 11 o'clock Admiral Sampson came there and 'olon was pointed out to him, and there it Court adjourned without giving the cap-

# AFFAIRS AT SOUTH OMAHA

Balleting is Even Lighter Than the Slim Registration.

LIBRARY BONDS SEEM TO BE DEFEATED

One of the Hardest Fights is for Assessor of the Fourth Ward, Where Trainor (Rep.) Wins by

Ten Votes.

Yesterday's election was exceedingly hustling by both parties. With a registration of 3,517 the total vote in the twelv districts of the city was only 3,129. Candidates for sheriff and county commissioner were especially busy and both parties had any number of carriages hauling voters to nature, in the Arctic, around both capes, on and from the booths. Aside from the fight every sea and under every sun. "He was," on the library bonds there was a great deal Captain Parker continued, "at least as of interest taken in the election of assess-

> Clerk Shrigley was kept busy all day making out papers for voters who had neglected to register. About 250 votes were sworn in. This is a much larger number than was sworn in last November. The registered failed to vote.

While Chief Mitchell had six special po-Heemen on duty not a single arrest was made during the day. The saloons were REFUSED, HE SHOOTS WOMAN closed, in compliance with orders from the

Quite a number of women worked in the interest of the library bonds, but at midnight it looked as if the proposition had been defeated. One of the hardest fights of the campaign

was for assessor of the Fourth ward. The murder in the first degree at Basin City. race was between P. J. Trainor, rep., and Wyo., September 7. Fenton met Mrs. A. L. John Parks, dem. Both candidates worked Hoover, a wealthy woman, in the streets hard and considerable money was wagered of Thermopolis and proposed marriage. He on the result. Wher the count was com-pleted it was found that Trainor was ten votes to the good and consequently elected. mob formed and Fenton narrowly escaped

### Annual Reception Friday. Secretary Marsh of the Young Men's

the annual fall reception would be held on City probably some time in December. This Friday evening. The public generally is These receptions have become quite popular and the managers of the association hope that all the friends of the association will make it convenient to call. No Council Meeting.

Only two members of the city council showed up last night, and these were Martin and Miller, who urged an adjournment in the face of the opposition. voted for a meeting last night, was in Omaha, while the other members were engaged elsewhere. The chances are that unless the mayor issues a call for a special meeting there will be nothing doing in municipal circles until the next regular meet-

#### ingon November 18. People Paying Taxes.

City Treasurer Koutsky said yesterday that people are paying taxes more rapidly this year than twelve months ago. the month of October of this year \$4,000 more had been paid in on the 1901 tax than for the same month on the 1900 tax. A great many people are paying personal taxes who have previously neglected this feature of the tax levy. The corporations seldom pay their city taxes until the latter part of the year and so the heavy returns will not be made until December

#### Magie City Gossip. Myron Sherman has gone to Hot Springs,

There will be a dance at Maccabee's hall, Thirty-eighth and Q streets, on Friday night.

George L. Dare left yesterday afternoon or Lawton, Okl., to look after property in-Chief Mitchell of the police force is back from a hunting trip. He spent a week in Cherry county and brought home a line satch of ducks. The Ladies' Aid society of the First Pres-syterian church will meet with Mrs. Jones, I'wenty-second and L streets, on Wednes-

# HAVANA CLEAN AT ALL COST General Wood Insists that Municipal Council Close Contracts for

Sewerage and Paving.

HAVANA, Nov. 5.-Governor General Wood sent a communication to the municipal council of Havana to the effect that one of the bids recently submitted for the sewering and paving contract must be accepted. This afternoon a committee, consisting of the mayor of Havana and several councilmen, had a long conference with General Wood and discussed the matter of raising the necessary funds. The municipal council will take the question under consider ation and report November 20. Wood sailed for Santiago tonight.

# DEATH RECORD.

P. H. Minor, Stockman.

ST. JOSEPH, Mo., Nov. 5 .- P. H. Minor, one of the best known stockmen of northern Missouri, who has been a heavy cattle feeder of recent years, died at the home of a relative here tonight. He was 46 years of age and married. He was ill of pneumonia two

Opening Oklahoma Lands. GUTHRIE, Okl., Nov. 5.—The Cherokee Nation, in Indian Territory, in all prob-ability will be opened to white settlement within the next eighteen months.

## WYOMING WOOL PILED HIGH Casper, Second Only to Butte Among

Western Towns, Gets Nine Million Pounds.

CASPER, Wyo., Nov. 5 .- (Special.) -- Casper has come to be known as one of the leading wool shipping points in the vast wool producing section of the mountain and plains country. Indeed, there is but one other town in the west that exports more wool during the course of a year than Cas per, and that place is Billings, Mont.

The output of wool from Casper has been increasing from year to year, and during the season just closing the percentage of increase in shipments of wool was marked. Conservative estimates of the amount of quiet, although there was considerable wool clipped at Casper, in this vicinity and hauled in from the extensive ranges to the north, south and west and which was either shipped to eastern commission men or stored in local warehouses, place the figures at over 9,000,000 pounds. This is over onethird of the total clip in the state, which statement alone goes to show the magnitude of the business at this place.

The wool that is brought to Casper from the surrounding towns and shearing pens is hauled in in three-wagon trains, the capacity of which is over 20,000 pounds. The wool is packed in long sacks and these are piled as high as possible on the wagons total vote shows that a great many who and bound down with chains and rope. The big loads are hauled in by eight two-horse teams, or sixteen horses to a load.

John Fenton is Now Scheduled to Break Wyoming's Long Lapse in Hangings.

CHEYENNE, Wyo., Nov. 5 .- (Special Telegram.)-John Fenton was convicted of a lynching and was removed to the county jail at Basin with great difficulty.

Christian association said last evening that and the execution will take place at Basin Fenton will be sentenced to be hanged will be the first legal hanging in Wyoming since Charley Miller was executed here in 1892. Fenton was also known as A. Winters, and under that name traveled for Billings (Mont.) firm.

# TEN TRAINS TO BE BUILT Overland Limited Will Be Provided with New Equipment from

Chicago to the Coast.

CHICAGO, Nov. 5 .- Orders have been given by the Northwestern management for a complete new equipment for the Overland Limited. This move necessitates the purchase of ten entire new trains from the engine to the baggage car, at an expenditure of approximately \$1,200,000. It is ald to be the largest order ever given for the equipment of a single train. The Limited leaves Chicago daily and it requires ten trains to keep it running on

#### new equipment will be ready by January 1. FIRE RECORD.

schedule. It is expected that all of the

Beaver Creek Coal Mines.

CHEYENNE, Wyo., Nov. 5.-(Special Telegram.) - The Beaver creek coal mines near Sheridan are on fire Mrs. Denna Allbery has returned from a and are a total loss. John Werdeman, the owner, says the fire was set by transitioning The council falled to meet last night on account of the lack of a quorum. that did the job. Oil was poured into the coal cars and they were sent down the slope into the mine. Beaver creek mines were not extensively developed, but one of the finest veins of coal ever discovered in the state had been opened up there.

# Two at Ranchester.

SHERIDAN, Wyo., Nov. 5.—(Special.)—Word received here states that two disastrous fires occurred at Ranchester, Friday. The first was the large warehouse o McShane & Co., which was totally destroyed, the loss being \$7,000. The second was the store building of George Hall, which was destroyed, together with the contents. Loss \$6,000

#### Courthouse and Eight Stores. LIVINGSTON, Ala., Nov. 5 .- Fire, which broke out in the store of W. S. Gulley this

morning, consumed the county courthouse and eight stores. The total loss will reach \$100,000, with but \$5,000 insurance. Greene, In., Newspaper Office. GREENE, Ia., Nov. 5 .- (Special Tel-

#### egram.)-The explosion of a gasoline engine in the office of the Iowa Recorder this

morning caused a fire which damaged the plant to the extent of \$1,000. Fargo Packing Company.

FARGO, N. D., Nov. 5 .- The Fargo Pack-

# ing company's sheds were today destroyed by fire; loss \$90,000.

HYMENEAL. Crisman-Siebold.

KEARNEY, Neb., Nov. 5 .- (Special Telegram.)-Miss Matilda Siebold of Kearney and D. C. Crisman of the Nebraska Tele phone company at Omaha are to be married Wednesday morning in this city. Miss Siebold is a sister of Mrs. W. L. Kelley of Kearney and one of the prominent young women of this place.

# THROUGH TO GALIFORNIA

glow of vigorous health.

Sold at Drug Stores.

THE COMMON ENEMY ...

Kidney disease is the enemy we have most to fear as a result of the

everish restlessness of our modern civilization. It is a treacherous

enemy, working out its deadly effect under cover of the most trifling

symptoms. The first indication of changes in the urine, frequent head-

sches, digestive troubles, should be the signal for prompt remedial

measures. PRICKLY ASH BITTERS is a kidney remedy of great

merit. It is soothing, healing and strengthening, quickly relieves the

aching or soreness that always appears in the advanced stage, checks the

progress of the disease, and through its excellent cleansing and regulating

effect in the liver and bowels, it brings back the strength and ruddy

Leave Omaha any Wednesday or Thursday afternoon at 4:25 o'clock with one of the Burlington . Overland Excursions and you arrive in San Francisco three Los Angeles three and a half, days later. Cars run right through to Los Angeles via the Scenic Line-by way of Denver and Salt Lake City, passing through all the wonderful scenery of the Rocky Mountains by daylight.



TICKET OFFICE, 1502 Farnam St. Tel. 250.

BURLINGTON STATION. 10th and Mason Sts. Tel. 128.

Price, \$1.00 Per Bottle.

P. S .- A ticket costs only \$40; a berth, \$5

# Began Publication Nov. 3, in The Sunday Bee.

# "No Other Way"

Sir Walter Besant

The Last Work of This Gifted Writer.

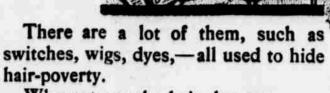
# Powerful and Dramatic Story. Unique in Plot.

T is founded on a most peculiar condition of the English penal system and debtor's prison. The heroine, a beautiful young widow, is in imminent danger of being thrown into a debtor's cell when a crafty creditor shows her how, by marrying a condemned criminal, she can escape her debts, and as he will soon be executed, she will also escape the ignominy of this surreptitious marriage.

With this curious introduction into a plot unique in fiction, Sir Walter Besant enlists the sympathy of the reader and arouses the keenest curiosity in the final outcome of the strange alliance. Contrary to expectations, the criminal does not die, and the efforts of the heroine to escape her husband, together with the creumstances of a change of fortune which has come to her gives a swing to the tale and a rapidity of action and development which ends only with the last chapter of the story.

Began Publication November 3, and runs 16 weeks. Illustrated.





Why not use the hair that nature gave you, instead of the hair nature gave somebody else? Hair-poverty is your own fault. To be hair-rich you have only to accept what science

has to offer. Ayer's Hair Vigor is a hair-food. It brings hair-riches. Your hair stops falling out, grows thick and heavy, and the gray hairs are all

restored to their natural color. "I have spent a great deal of money trying to find something to promote the growth of my hair, but I have never found anything equal to Ayer's Hair Vigor, which is perfectly satisfactory in every way."

IDA B. HODGES, Goldsboro, N. C.

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