

OMAHA SHELTERING MANY JOY SEEKERS OUT FOR BIG TIME

Thousands Come to Witness Races, the Wrestling Match and to Enjoy Metropolitan Celebration Today.

MAT FANS IN GREAT TURMOIL Prospect of Strenuous Session Brings Out Much Money on Both Sides.

BACK NEBRASKA MAN FOR FAIR

Every hotel shelters strangers who are here for the varied bill of attractions: the races, the ball game, the wrestle, and the pleasurable times afforded by metropolitan celebration of independence day.

As early as yesterday morning the visitors began to arrive. Early trains brought them from all directions. Every road leading to Omaha bore constant streams of saucy, honking automobiles.

It is obviously an impossibility to gauge the influx of humanity. Private homes are crowded with friends and relatives who are here to bet money that Joe Stecher does or don't; boarding houses are filled with those learned in the lore of speedings; hotels house the conglomeration.

Back Nebraska Grappler.

Last, but not least, are those creatures who are here for the sole and only purpose of seeing one Joseph Stecher embrace Charles Cutler of Greco-Roman fame.

A bellboy in the Merchants hotel is authority for the statement that many of the visitors are so eager to do someone a financial injury that they stop in the lobby, pull money out of the bandanna and commence to size up the folks in the lobby before they even set down the carpet bag or register.

The residents of this section of the country who are in Omaha for the match, are determined not to let it be said that Joseph Stecher is without honor in his own land. So determined is the determination that it almost amounts to defiance.

Autoists Advised To Use Grace Street Going to Speedway

Autoists going to the Speedway race today are urged by Police Captain Heitfeld to use the Grace street route instead of Locust street, in order to avoid traffic congestion on the latter, which is partially blocked by work on the viaduct.

"The Grace street route is a good one, well paved most of the way, and will save time for auto parties going to the Speedway," Captain Heitfeld says.

"Take Grace street from Sixteenth to Eleventh, go north on Eleventh to Lake, east on Lake to Fifth, and then north on Fifth to the specially prepared Speedway road into the grounds."

Auto Truck Comes From Hartford and Has No Puncture

A small auto truck, with a canvas top, filled with camping equipment and labeled "Flivver Hotel," attracted much attention in front of the Omaha Auto club's headquarters at Hotel Fontainebleau Sunday.

They stopped off at Omaha, along with many other tourists, and after enjoying a day's sightseeing here, continued west over the Lincoln highway last evening. They have been out since a week ago Friday, camp in the car at night and haven't had a single puncture so far.

The Weather

Forecast of the weather for Monday: For Nebraska—Cloudy. For Iowa—Generally fair.

Temperature at Omaha Yesterday.

Table with 3 columns: Hour, Temp., and Dew. Points for various times of the day.

Comparative Local Record.

Table with 3 columns: Date, High, Low, and other weather statistics.

AMERICA IS HEIR OF ALL THE AGES

Rev. C. W. McCaskill Reviews the Republic's Greatness and Warns Against Egotism.

PATRIOTIC SERVICES IN CHURCH

From dozens of pulpits Sunday morning, and evening as well, patriotic addresses and sermons were delivered, since the Sunday chanced to fall on the Fourth of July, the one hundred and thirty-ninth anniversary of the signing of the Declaration of Independence.

Rev. C. W. McCaskill of Hamscom Park Methodist church chose the theme, "Freely Have Ye Received, Freely Give." In applying this text to the national life of America he charged the congregation not to forget that a nation of great power must assume also great responsibility.

"The nation is as large as all the warring nations combined," he said, "and there is nothing that is raised anywhere in the world that we cannot raise in our soil in America. Yet our greatness lies not in our area; our greatness lies not in our agricultural resources. Our greatness lies rather in the high order of intellectual life of our average citizens. Our greatness lies in the high intellectual and national life we enjoy.

"We should be mindful that we owe a debt to the past. Our national greatness does not rest alone upon the efforts of those who have lived since 1776. We must hark back to the days of such men as Luther, John Huss, John Knox, the Pilgrim fathers and many others who suffered and died for the cause of freedom. Let us not forget the brave men who wrestled the Magna Charta from King John. We have inherited great things from the past and it is our duty to the future. We have drawn from the archives of the past the glories of all that was best. We are God's favored people and it is for us to preserve this great heritage and do our share in the world's work."

The minister declared that this country is the most favored for commercial supremacy and is destined to be the greatest civilized nation in the world. He warned his hearers against the tendency to disregard the Sabbath. He referred to the decadence of France when that country remembered not the Sabbath day to keep it holy, and he told how France returned, penitently, to recognize the Sabbath to save that nation from its impending doom.

Arrangements for Funeral of Porfirio Diaz Not Yet Made

PARIS, July 4.—Members of the family of General Porfirio Diaz have not yet determined what arrangements will be made for the funeral of the late president of Mexico except that they will be of simple character, in keeping with his quiet life in Paris. The ex-president died last night as the result of a complication of diseases due to advanced age.

General Diaz during his four years' residence in Paris made few acquaintances among the French people. He received many Mexicans, especially when he first came to France.

He was always absorbed in the news from Mexico, but became more and more distressed by the disorders there as his friends by letter and in person gave him pessimistic accounts of the conditions and the destruction of his institutions. It does not appear that General Diaz ever regretted his resignation from the presidency of Mexico after thirty years of rule nor that he felt inclined to return or missed his loss of power. Nothing that he told his friends would indicate it.

Special Show at Den for Shriners Stopping in Omaha

Monday night is to be without a show at Ak-Sar-Ben Den because it is the day set aside for the celebration of the anniversary of the Declaration of Independence. But there is to be a little show the evening of July 4, which is tonight. It will not be generally attended by Omaha folk, but the working crew will be there to give show for the benefit of 250 Shriners, who will stop in Omaha several hours Sunday evening on their way from the east to the coast.

Then next Thursday night there is to be a special show for the delegates to the convention of the Society of the East of Nebraska. The convention will be in session in Omaha at that time.

The same night the Fourth Regimental band of Watertown, S. D., is to be entertained at the den. Then, too, at least 100 elk from various parts of the state are to be entertained. They will converge in Omaha for a good start to the coast, where they are to attend a convention.

WILL SET RECORD FALL IN OMAHA—Dario shown here at the wheel, is now holder of the 300-speedway automobile record, made at Chicago a week ago. It is freely prophesied that the winner of the Omaha race today will exceed the Resta record.



PIONEER OF STATE DIES IN HIS YARD

Patrick Quinlan of Blair Expires After Accompanying Son to Depot

BEEN IN STATE 52 YEARS

Patrick Quinlan of Blair, father of Thomas E. Quinlan of the Brandeis stores, dropped dead of heart failure in the yard of his Blair home Saturday morning, while his Omaha son was returning to this city after visiting him over night.

He had enjoyed the visit of his son, who frequently went to Blair to spend a night with him. Saturday morning the father accompanied Thomas Quinlan to the depot and appeared to be in good health when they said good bye, so it was a great shock to the Omaha man to learn by word of his father's death when he reached his office here. Death came as he reached his home, after walking from the depot. Thomas Quinlan returned to Blair at once and the funeral and burial services will be held there Monday morning.

Patrick Quinlan was born in Ireland, immigrated to Syracuse, N. Y., when a youth, and came by river steamerboat to Nebraska, fifty-two years ago. He lived at Omaha two years and then settled on a Washington county homestead, eighteen miles from here, and lived in that county the remainder of his life. He married an Iowa woman, who died twenty years ago.

He was not only a resident of the state for fifty-two years, but also one of the pioneers in its development. He acquired and improved considerable land around Blair, which he still owned at his death, and he was connected for some years with Northwestern railroad construction work. Many friends in Nebraska and Iowa will regret his sudden death.

Besides a brother, William Quinlan of Delmar, Ia., he is survived by the following children: Thomas E. Quinlan of Omaha, William Quinlan of California Junction, Ia.; Mrs. Thomas Sennott of Fremont; John Quinlan, Mrs. Harry Tucker and Mrs. Louis Grimm of Blair.

Editor W. N. Becker Of Ashland Dead

ASHLAND, Neb., July 4.—(Special Telegram.)—Following an operation for intestinal trouble after a two days' illness, William Nelson Becker, passed away at 12:15 a. m. at his home here, aged 63 years.

He was native of New York and had resided in Ashland since 1882. For nearly nineteen years he was editor and publisher of the Ashland Gazette. He is survived by his widow, a daughter, Mrs. C. L. Narber and son, W. E. C. Becker, all of Ashland.

Funeral services will be held at 2 o'clock Tuesday afternoon from his late home, conducted by Rev. Hugo C. Seidel, pastor of the Methodist Episcopal church of Fremont. Burial will be at Ashland.

WIFE ASKS SHARE OF GERMAN ESTATE

Dunbier Sued for Divorce and Judgment to Be Enforced After Close of War.

TAKEN BY SURPRISE BY SUIT

Mrs. Signa T. Dunbier in a suit for divorce from Otto B. Dunbier of Omaha, a writer, filed yesterday, asks the district court to award her as alimony a portion of a large estate near Cologne, Germany, fifty miles from Belgium, in which, she alleges, her husband has a considerable interest.

The plaintiff asks that a judgment be awarded her which after the close of the European war may be transferred to Germany and enforced. She alleges that Mr. Dunbier's share of the estate amounts to at least \$25,000.

Mr. Dunbier, at his home, 244 Templeton street, declared he had no interest in the estate, but that it was owned by his mother, who lives in Germany. He said he knew nothing of the bringing of the divorce suit. His wife, he asserted, was absent on a visit.

"I just returned from a business trip to Worthington, Minn.," he declared, "and this is the first news I have had of the suit. What does my wife charge?"

After being informed that the petition accused him of treating his wife cruelly and of writing letters to other women, he said: "There is nothing to it. I do not think there will be a divorce."

Morgan's Condition Is Most Favorable

NEW YORK, July 4.—J. P. Morgan's condition continues most favorable, said the only bulletin issued today by physicians in attendance upon the financier, who was shot yesterday in his home near Glen Cove.

The bulletin, timed 2:10 p. m., and given out at the office of J. P. Morgan & Co., read: "The bullet did not enter the abdomen, and an X-ray examination showed that no bones have been damaged. Mr. Morgan's condition continues most favorable. (Signed) 'JAMES MARKOE, 'H. H. LYLE.'"

BRYANS ARRIVE FOR STAY AT LAKE TAHOE

TAHOE, Cal., July 4.—William Jennings Bryan, former secretary of state, arrived here this afternoon with Mrs. Bryan and a party of Nevada friends for an overnight stay on the shores of Lake Tahoe, before proceeding to San Francisco tomorrow morning.

DRIVERS CLIP OFF NINETY-FIVE MILE GAIT AT SPEEDWAY

Eddie O'Donnell, Tom Alley and Billy Chandler of Deussenberg Team Pilot Mounts at Terrific Speed.

TRACK TOO FAST FOR CARS Deussenberg Team Finds it Hard to Cling to Steeply-Pitched Turns Despite High Speed.

KENNERDELL GOES AROUND

Eddie O'Donnell, Tom Alley and Billy Chandler, winners of second, third and fourth places at Sioux City Saturday, were the first three drivers to try out the new Omaha board speedway. All three of these pilots sent their Deussenberg machines over the boards at over ninety-five miles an hour Sunday afternoon.

Chandler was the first man to go on the track. Chandler arrived shortly after 1 o'clock and made several laps at ninety-two miles an hour, but for all this speed found himself unable to hang on to the pitched walls at the turns. After making several futile attempts to go into the curves without hugging the safety apron, Chandler decided that his car was not fast enough and he hurried to the downtown garage where some more work was put in on the engine.

At 4 o'clock Billy again appeared, and this time clipped off ninety-five miles an hour. He was able to take the curves full and on several occasions ran clear to the top of the forty-two-degree bank, much to the delight of the large gathering of spectators. A car riding the top of one of the turns here is one of the most spectacular sights a speed enthusiast can hope to see.

Following Chandler, Tom Alley took the track, but before he left he was able to sail into the curves under a full head of steam and spin around without slipping. Eddie O'Donnell was the third Deussenberg driver to appear and had no trouble after a few preliminary laps. Alley and O'Donnell both turned laps at ninety-six and ninety-seven miles an hour.

Eddie Rickenbacher and Tom Orr, the Maxwell drivers, did not go out on the track, as they kept working on their motors in the garage all afternoon.

That the Omaha track is a year ahead of the racing cars of the country are fast enough to hold the steeply-pitched walls at the turns and even the Deussenberg drivers, with cars that are capable of over 100 miles an hour, found it hard to hang on. It is also a difficult track to drive, and the pilots would do much better work with several days of practice.

The Deussenberg drivers pronounced the track the fastest in the world and Fred Wagner, starter, declared that probably no track could hold any faster time than can Omaha. The ordinary racer is not fast enough for the bowl and only the cream of the land will be able to compete here.

Mechanicians will have to be unusually alert as a car which blows a tire or suffers a slight mechanical mishap will have to literally drop from the track to the safety apron and the mechanic will have to keep his eyes and ears open every minute or a serious accident may occur.

Kennerdell Takes Trip

Richard Kennerdell, chairman of the contest board of the American Automobile association, rode three loops with Billy Chandler when Billy was clipping ninety-five. Kennerdell declared upon his arrival at the pits that the track was great, the only trouble being the chance that it is too fast for the cars. That the riding was easy and that the swing into the curves with the quick banking was perfectly natural was his declaration.

Roy Shaw, Herz Bruggeman and Duigan Moyers of the stable of motorcycle riders at the Stadium made a few laps around the track on their pop-pop machines for the benefit of the large crowd. The stands were well filled at 2 o'clock, but none of the drivers was able to get out due to the delay in expressing the machines from Sioux City and in unloading them this morning. Many repairs also must be made because the machines suffered considerably from the ordeal at Sioux City Saturday.

Larger Apple Crop Is Promise in State

(From a Staff Correspondent.) LINCOLN, July 4.—(Special.)—The apple crop this year in Nebraska is estimated at 1,600,000 bushels, compared with 1,100,000 in 1914, according to the secretary of the State Horticultural society. This is assuming best possible weather conditions and a minimum amount of fungus trouble.

The profuse moisture of the past few weeks has been favorable to fungus growth, however. Apple scab has appeared in orchards this year in larger quantities than for several years. The winter apple crop in the eastern third of the state has prospects of being above normal.

The strawberry crop was a slight disappointment on account of too much rain. Raspberries promise fair and blackberries excellent. Grapes are irregularly developed.

OFFERS OF THE ETENTE DON'T MOVE ROUMANIA

BERLIN, July 4.—(By Wireless to Sayville.)—The Overseas News agency today gave out the following: "Reports have been received in Berlin political circles confirming the statement that the new offers submitted by the quadruple alliance to the Rumanian government were without effect because that government expects more favorable concessions from the central powers."

LIBERTY BELL ON THE ROAD TODAY

Relic of American Revolution Begins Journey Across Continent Monday.

WILL BE ONE LONG OVATION

PHILADELPHIA, July 4.—The Liberty bell, precious relic of the American revolution, will start Monday on its eighth and longest journey from Philadelphia since it was first hung in the old state house of the province of Pennsylvania in 1752. It goes to the Panama-Pacific International exposition and before it is returned to its big glass case in Independence Hall next November or December it will have traveled more than 10,000 miles and will have been seen by millions of people.

On its journey to San Francisco the Liberty bell special train will traverse Pennsylvania, Ohio, Indiana, Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, Wyoming, Utah, Idaho, Washington, Oregon and California.

Elaborate arrangements have been made for the journey and everything that will aid in safe-guarding the bell from injury has been done. Four policemen from the Philadelphia traffic squad will guard the relic until it is again returned to its home.

Starts at Eight. At sunrise on Monday workmen will remove the bell from its case and put it on the special hanger that will support it across the country. It will be wheeled on a truck into Independence square, where patriotic exercises will be held. At noon the First brigade, Pennsylvania National Guard, will escort the bell to the West Philadelphia station of the Pennsylvania railroad, where it will be loaded on a special car. The First troop, Philadelphia City cavalry, which organization escorted George Washington on state functions in Philadelphia, will be the special escort of the bell as on previous occasions. At 5 p. m. the bell train with a party of twenty-six city councilmen will start on the journey.

The train will consist of a baggage car, dining, three sleepers, a special car for the reception of guests en route and a car for the bell, which will be at the rear. This is a specially constructed flat car with an iron railing at the sides and ends. American flags will wave from staffs at each corner and there will be other decorations in American colors.

The councilman committee in charge of the journey announced that in handling the bell the crack in it will be on the right-hand side of the car as it journeys west.

Even cities traversed in the night will get a glimpse of the relic, a system of illumination having been devised that will throw a blaze of light on the bell as it passes through-in the darkness.

Shock Absorbers Installed. Shock absorbers have been installed on the flat car to keep the bell from being jolted. The train crews will be specially picked for their carefulness in starting and stopping trains. The speed limits across the continent will not be less than eighteen miles an hour, nor more than thirty-five miles. The schedule will be rigidly observed so that crowds may not be kept waiting beyond the time appointed for the train to go through their communities.

Another important rule the committee has made is that the bell will not be under any circumstances be taken from the car for the purpose of parading it through the streets. Many municipalities have been advised to build movable platforms the height of the flat car with an incline at each end, so that children may so up one incline, pass the bell, touch it if they care to, and then pass down the incline at the other end of the platform. Where these platforms are provided the railing on one side of the car will be removed.

During stops, booklets containing the history of the bell, cards with a picture of the relic and buttons also containing a picture of the bell and the American flag, will be distributed to children. It will take hundreds of thousands of these souvenirs to supply the demand. To the governors and mayors, the history of the bell in small bound volume will be presented. Governors have been invited to journey with the bell through their respective states.

No Official Souvenirs. There will be no official souvenirs of the journey except those distributed free by the escorting committee. The committee also refused to make any concessions to moving picture concerns, virtually every such enterprise in the country having applied for the privilege of sending representatives on the trip. The committee, however, purchased a special moving picture machine for its own use. Pictures will be taken through the journey and films will be furnished to public (Continued on Page Two, Column Five.)

Train Plunges Off Trestle; Two Dead, Two Believed Dying

TACOMA, Wash., July 4.—Three persons are dead and two are believed to be dying in Tacoma hospitals as a result of a wreck yesterday, when a Chicago, Milwaukee & St. Paul train from Tacoma to Aberdeen, plunged off a trestle near Rainier. The dead are: W. B. BALDWIN of Seattle, engineer in charge; LOUIS BRADKEN, Seattle, freight solicitor of the Milwaukee railroad; W. J. PENNINGTON, Seattle, fireman.

Harry Howe of Seattle, another freight solicitor for the Milwaukee, is seriously injured, as is also his wife, whose life is despaired of. Walter Holden, aged 6, of Ford, Wash., is also believed to be dying. Seven others are badly hurt.

A Northern Pacific freight train had passed under the Milwaukee trestle and a crane which extended from the side of the car damaged and weakened the trestle.

In an attempt to prevent a catastrophe Frank Buffel, brakeman on the freight train, risked his own life by mounting the trestle to fix the approaching string of passenger cars. He was too late to prevent the accident and leaped to safety. The engine, a combination coach and a day coach, plunged through the breach. The parlor car stayed on the trestle.

TEUTONIC ONRUSH SO TERRIFIC CZAR MAY LOSE ARMY

English Military Critics See Decisive Russ Defeat Certain Unless Blow Struck South or West.

GRAND DUKE IN GREAT PERIL

Slavs Apparently Are Offering No Resistance Anywhere to Austro-Germans.

ITALIANS ARE GAINING SLOWLY

LONDON, July 4.—Although the retreating Russian armies must be considered as yet to be virtually intact, the growing impetus of the Austro-German advance is such that a decisive Russian defeat seems inevitable, according to military experts, unless the entente powers initiate a powerful diversion on the Italian or the western front.

Neither, to the north of Lemberg, Galicia, nor to the southeast, do the Russians appear to be trying to offer serious resistance, but unless the approaches to Warsaw are to be left unprotected, military observers say, the forces of Grand Duke Nicholas must soon do some stubborn fighting over the southern Poland frontier, while his extreme left in Galicia must match this in rapid retreatment if it is to avoid a critical predicament.

Russ Admit Retreat. Petrograd admits retreatment of the Russians across the Galia Lapa.

Today's official statement from Vienna and Berlin chronicle nothing but successes for their arms. The Austro-Germans have occupied the plains of Lubinka in Lublin.

Friday's battle in the Battle sea has simmered down to an encounter, in what Germans allege were Swedish territorial waters, between Russian cruisers and a German mine layer. The Germans admit the loss of the mine layer and twenty-seven men.

The British front in Flanders remains remarkably quiet, a fact which may preface some important movement on either side. The French and Germans are at grips again in the Argonne region and elsewhere.

In the Italian theater of operations the Italian claim to be making slow but steady gains, though the Austro-Hungarians are augmenting their forces and the counter attacks are said to have become more resolute.

Italians Occupy Tolmino. Unofficial reports say that Tolmino, on the Isonzo river, has been occupied by the Italians.

In the Dardanelles the Turks claim to have beaten off renewed attacks of the Anglo-French forces with heavy losses to their opponents.

German submarines' activity in the war zone drawn around the British Isles has accounted for five more British steamers and one Belgian vessel, aggregating 13,777 tons gross. The lives of all the members of the crews were saved before the ships were sent to the bottom by torpedoes or shell fire.

A Russian submarine in the Black sea sank two Turkish steamers and a sailing ship carrying provisions and coal, and later anchored and drove aground three armed schooners near the mouth of the Bosphorus.

The Austrian Report. VIENNA, July 3.—(Via London.)—The following Austrian official war statement was given out here tonight: "In east Galicia the Teutonic allied troops are advancing, pursuing the enemy east of Halicz and across the Narajowka and to the north attacking successfully on the heights east of Janczyn. On the Bug river the situation is unchanged."

"Between the Vistula and the Bug river the teutonic allies are advancing. Zamosc has been stormed. The Russians everywhere have been repulsed beyond the For plain, which is in our possession. At several places we forced a passage of the brook."

"East of Krasnik, for which fighting is proceeding, Studzianki has been captured. Wyszewa, west of Krasnik, also was stormed. Here and elsewhere in this sector the enemy was repulsed."

"Friday, on the For and near Krasnik, 4,900 prisoners were captured and three machine guns taken. West of the Vistula there were artillery duels."

Two Battle Fronts. PETROGRAD, July 3.—(Via London.)—The present alignment of the tremendous forces engaged in Galicia and southern Russia is roughly divisible into two seventy-five-mile fronts, one running north from Halicz and the Galia Lapa river, and the other traveling east from the junction of the San and Vistula rivers. Together the fronts form an obtuse angle at Kozak, on the River Bug and on the Galician side of the Russian border."

FRANK J. JOHNSON WILL COME BACK TO OMAHA

WASHINGTON, July 4.—Alexander Grant, division superintendent of the railway mail service here, has resigned to become general superintendent of mail transportation of the Southern railway.

Orders were issued today making the following changes in the service: Clyde M. Reed, superintendent Fourteenth division, Omaha, transferred to Tenth division, St. Paul.

Frank J. Johnson, superintendent First division, Boston, transferred to Fourteenth division, Omaha.

OMAHA ROAD IN MARKET FOR ONE THOUSAND CARS

NEW YORK, July 4.—Conditions in the steel trade are satisfactory. The industry as a whole is operating between 80 per cent and 90 per cent of total iron capacity. The Burlington placed the Kansas City bridge contract for requiring 8,000 tons of steel and is negotiating for 2,000 cars. The Chicago, St. Paul, Milwaukee & Omaha is in the market for 1,500 cars.