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## SANTA CLAUS SOAP

appeal at once to every thoughtful woman. It's the best, purest, and most economical soap to be procured. Sold everywhere. Made only by **The N. K. Fairbank Company, - Chicago.**

### SIX MEN ENTOMBED.

#### BUSINESS HOUSE COLLAPSES AT WHEELING, W. VA.

The Structure Had Been Condemned Several Years Ago—Twenty-three Men Dead in the Whatcom Mine Disaster.

Wheeling, W. Va., April 17.—This morning, shortly after 8 o'clock, the five-story business house of Chapman & Sons on Main street, in the wholesale district, and the adjoining four-story hardware establishment of T. T. Hutchinson suddenly collapsed and buried six persons in the ruins. "Dad" Williams, a carpenter, escaped with serious injuries, but the following attaches of his establishment were entombed: T. T. Hutchinson, merchant and proprietor; M. J. A. Ford, salesman; P. J. Moran, clerk; Eugene Burch, clerk; Bob Winches, clerk.

Western Union messenger boy, Harry Cowl, caught in the alley and buried. Hutchinson's torso was cut with two ribs broken and other injuries and cannot live. The Hutchinson building was of light construction and years ago was declared unsafe. The fire department did effective work in keeping down the flames, while volunteers went to the rescue of the victims of the disaster. At 10:25 o'clock Michael Ford was taken from the ruins alive but fatally hurt. He had been pinned beneath an iron girder and the dead body of young Horn lay across him. It is now known that the Rev. Father H. F. Parks, vicar-general of the Catholic diocese, is under the ruins. He was on his way to the cathedral from a train when the walls fell.

#### TWENTY-THREE DEAD.

##### Frightful Results of the Mine Explosion Near Whatcom, Wash.

Seattle, Wash., April 17.—Special dispatches to the Post-Intelligencer have been received here from Whatcom, Wash., giving full particulars of the disaster at Blue Canyon mine in which twenty-three miners lost their lives. The corpses were all recovered and are lying in a blacksmith shop near the tunnel of the mine. Only two men who were in the mine when the explosion occurred escaped death.

**The Killed.**  
MINE SUPT. DAVID Y. JONES.  
KIRK CLINSKE.  
SAMUEL OLSEN.  
JAMES M. NUTTY.  
J. A. MORGAN.  
CHARLES CARLSON.  
H. RAVETT.  
PHILIP BINKLE.  
ALEXANDER HENDERICKSON.  
LUCAS LOTAKA.  
ANDERSON, ANDREW, married.  
ANDERSON, ALEXANDER.  
BLUM, MARTIN.  
CONLIN, THOMAS.  
CHASE, E. P.  
EVANS, WILLIAM.  
JOHNSON, ISAAC.  
KIRBY, JAMES, married.  
LYSTER, WILLIAM.  
LATKA, LON.  
MORGAN, BEN.  
M'ANDREW, JAMES, married.  
ROBERTS, GEORGE.  
RIMBERG, CHARLES.  
SILVERMAN, CHARLES, married.  
WILLIAMS, JOHN.  
ZELISKA, MIKE, married.

The explosion occurred shortly before 2 o'clock, when the shift would have been changed and the miners were already climbing the steep hill to take the places of the men killed. This disaster was undoubtedly caused by an accumulation of fire damp, which was exploded by a blast in the breast of the gangway. The faces of the men who were working in the breast are badly burned, but a majority of those who were working in the rooms off the gangway were only slightly disfigured by the fire and many not at all. Physicians and miners say that the men working in the breast must have been killed by the shock of the explosion, while the others succumbed to the fire damp as they slid down from the rooms to the gangway, then filled with deadly gas. Kerns, the only miner who escaped from any of the rooms, says that he was not stunned or even thrown down by the shock, though Morgan, who was working with him, was killed.

Kerns' light was not extinguished and he saw no fire. He slid down the chute to the gangway, losing his light, and managed to make his way along the passage over dead bodies and piles of coal to the open air, but before he reached the entrance the work of rescue had commenced. Out in the tunnel he met a party of brave miners groping their way inward as fast as the escape of the poisonous gas permitted. This party and other following pushed into the mine and carried out the bodies of the dead miners as they came upon them scattered along the gangway. The first body found was that of the mule driver, lying beside the dead animal, 350 feet from the mine entrance. From there to the fall of the gangway, a distance of about 900 feet, bodies were scattered along as they fell from the chutes leading to the rooms. Most of the bodies showed little evidence of a struggle and in most instances death apparently came quickly.

McAndrew's body was found buried under a slide of coal and McNulty was upon his hands and knees about twenty yards from where he had been working and his handkerchief was tied over his nose and mouth. A fact that is now possible is being done to alleviate the distress of the families of the deceased. The president of the company, M. E. Downs, now in New York, has been notified by wire. Coffins have been ordered and after the inquest the bodies will be taken to Whatcom.

**Officials Puzzled at the Delay.**  
Washington, April 17.—State department officials are puzzled at the delay in receiving an official report upon the case of ex-United States Consul Waller, reported to be languishing in a French military jail in Madagascar. It is now nine days since the department cabled to United States Consul Campbell at Port Louis, Mauritius, the nearest cable point, for a report. The delay in the case may be caused by difficulty Consul Campbell in procuring information in getting information from the French officials, who are not well disposed towards him on account of some trouble that arose over the granting of his exequatur.

### DE LESSEPS' INLAND SEA.

The Great Promoter's Scheme to Restore Fertility to Northern Africa. The late Count de Lesseps was at one time engaged in a daring and attractive engineering scheme, with which the public is not generally familiar. Its object was to create a new sea and thereby restore to fertility and civilization a large part of Northern Africa.

Max de Forest, now of Nutley, N. J., a former officer in the French army, met his famous countryman at this time. "I met Count de Lesseps," he said, "in 1881, at Gabes, in Southern Tunisia, where I had been ordered with a squadron of cavalry. Shortly after my arrival he came with a surveying party to make soundings for the proposed interior sea. I had orders to place at his disposal both men and horses, and the discharge of this duty brought me into almost daily communication with him until his departure.

"The interior sea at that time aroused all his enthusiasm. He brought to bear the same persuasive powers that he used when promoting the Suez and the Panama canals and enterprises. To sceptics he always replied: 'It can be done, and it will be done, if the government will give me the money to do it with.' "His proposed sea embraced the entire plain lying to the southward of the boundary line drawn from Gabes via Gafsa to Tamerza. The practicability of the scheme was supported by many facts. It was proved that an inland sea had covered in ancient times the area which it was intended to flood. The level of the land was generally below that of the gulf of Gabes. Innumerable underground streams of fresh and salt water are found in the southern part of Algeria and Tunis.

"The water was to be supplied to the inland sea from the gulf of Gabes. The tides would have a minimum depth sufficient to allow of the passage in all directions of light boats. But the most valuable result of the scheme, it was held, would be to restore the ancient fertility of the country and to oppose a barrier to the lying and the deadly burning wind which piles up the desert sand about the oases and finally buries them.

"M. de Lesseps dwelt on these benefits with boundless enthusiasm and imagination. Buried cities would be unearthed, and the colossus of El Djem, now a crumbling ruin, but once approaching that of Rome in size, would be accessible to admiring tourists.



Dr. Miles' Nervine Cures. Our daughter, Blanche, now fifteen years of age, had been terribly afflicted with nervousness, and had lost the entire use of her right arm. We feared St. Vitus dance, and tried the best physicians, with no benefit. She has taken three bottles of Dr. Miles' Nervine and has gained 31 pounds. Her nervousness and symptoms of St. Vitus dance are entirely gone, she attends school regularly, and has recovered complete use of her arm, her appetite is splendid. MRS. E. B. BULLOCK, Brighton, N. Y.

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Strong and Easy Running  
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from the path of economy by not buying your Collars and Sweat Pads from J. O. Butler.  
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RED CLOUD, NEBR.

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And all work expected of a first class Smith.  
Opp South of the Laundry.

### BLOCKED BY DRIFTS.

#### Railroads in the West at the Mercy of a Blizzard.

Kansas City, Mo., April 10.—The railroads have been battling with a new enemy in Western Kansas and Eastern Colorado since last Friday night. It was a combination sand and snow storm which swept over those regions, completely demoralizing train schedules and causing serious inconvenience and discomfort to travelers. The flakes of snow and particles of sand mingled and were driven across the prairies at a terrible speed by the gale which blew incessantly for two days. There was no loss of human life because the storm was not accompanied by the usual degree of cold, but many cattle and horses in Western Kansas are reported to have been suffocated by the whirling clouds of sand. The sand and snow filled up the railroad cuts and buried the track. The snow melted and the sand settled down in a hard, unyielding mass. Rotary snow plows and all the modern mechanical appliances for the battling with snow drifts were useless against this new enemy, and the railroad companies were compelled to engage men with picks and shovels to remove the sand from the track. As the work was begun while the gale was still in progress and the suffering of the workmen is said to have been intense.

### TRACING POSTOFFICE THIEVES.

#### Springfield Officials Hope to Run the Quartet Down.

Springfield, Ill., April 10.—The robbers of the Springfield postoffice have been traced to Litchfield and it is believed to be a question of only a little time when they will be under arrest. Information was received here yesterday that on the day following the robbery a farmer living four miles north of Litchfield left a surrey and two horses at Voorhees' livery stable at that place, saying they would be called for by the owners. As the owners did not call the liveryman became suspicious and began telephoning to neighboring towns to ascertain if the outfit had been stolen. It was finally found the rig and the horses were the property of a liveryman at Wagner, Montgomery county. The farmer, who took them to Litchfield, says on the afternoon of the robbery four men drove up to his house, and, saving their horses, were fired, asked him to take them on to Litchfield. They also instructed him to take their horses and surrey to Litchfield after the horses had been rested and to leave them at Voorhees' stable. The description of the men tallies with the photographs in the possession of Inspector Gould and also with the description of the men who were seen driving away from the Presbyterian church corner in this city a few minutes after the robbery occurred. The robbers are well-known crooks and are wanted in New York and other places for safe cracking. They are supposed to be the same men who robbed the Auburn bank recently.

### DEAF MUTES HOME AFIRE.

#### Inmates Out of Danger, but Six Employes Have Narrow Escapes.

New York, April 10.—Fire started on the second floor of the mechanical department of the New York Institution for the Deaf and Dumb at One Hundred and Sixty-fifth street and the boulevard near midnight last night. The building, a three-story brick, is a total wreck. The loss is estimated at \$20,000 on building and \$10,000 on machinery and stock. Six men were asleep on the floor above where the fire started. Three of them crawled down ladders put against the windows. Two others were partly overcome by smoke and had to be carried down by the firemen. The other man, William McCaffrey, jumped from a window and was severely injured. All the inmates were rescued without injury.

Every business man should have in his office; it is an invaluable companion—**"The Rand McNally Railway Guide."**

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