

Tribute to the Phonograph

Even John Philip Sousa, the great bandmaster, who has no use for Phonographs, has been forced to recognize the Phonograph as a formidable competitor. The two-step king says that people will no longer go to concerts if they can have music in their own homes so easily and so cheaply as they can with the Phonograph. This is an unwilling tribute, but it is nevertheless a tribute. The man who has a Phonograph has a concert in his own house. Even a king could not have more. At our store you can hear them any time.

The Victor Gramophone.



"His Master's Voice"

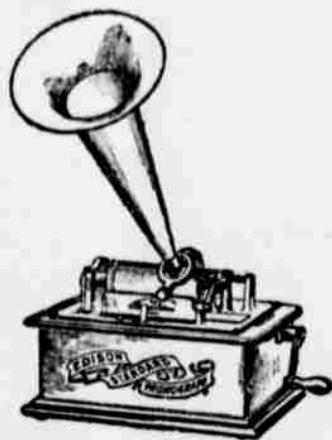
The Victor Junior.....	\$14.20
The Victor Z	21.20
The Victor No. 1.....	26.20
The Victor No. 2.....	34.20
The Victor No. 3.....	44.20
The Victor No. 4.....	54.20
The Victor No. 5.....	64.20
The Victor No. 6.....	104.20

The above prices include 12 8-in. records with each machine

The Edison Phonograph.

The Edison Gem Phonograph	\$10.00
The Edison Standard Phonograph	20.00
The Edison Home Phonograph	30.00
The Edison Triumph Phonograph.....	50.00

Records, 35c each; \$4.20 per dozen.



Compare these prices with anyone's, and remember we save you the freight.

Newhouse Brothers,

Jewelers and Opticians.

Burlington Watch Inspectors.

GEORGIA DISASTER

TWO BAGS OF POWDER EXPLODE IN ONE OF SHIP'S TURRETS.

Eight-inch Charge Ignited and Entire Turret Crew, Consisting of Three Officers and Eighteen Men, Enveloped in Fire, Receive Terrible Burns.

Boston, July 16.—With eight of her officers and crew dead and thirteen others either dying or suffering from terrible burns received in an explosion of powder in the after superimposed turret, the battleship Georgia steamed slowly up Boston harbor from the target practice grounds in Cape Cod bay and landed the dead and injured men at the Charlestown navy yard.

With the arrival of the Georgia there became known the details of the most terrible naval catastrophe that has ever taken place along the coast of New England.

In some manner, as yet unexplained, two 100-pound bags of powder became ignited and in the terrible flash that followed the entire turret crew, consisting of three officers and eighteen men, were enveloped in fire and received horrible burns, one officer and five men dying before the ship reached port.

Men Screamed in Agony.

Blinded by the smoke and flames, choked by the acrid, penetrating gaseous fumes and maddened with pain, the men screamed in agony. Some staggered blindly up the ladder to the hatchway in the top of the turret, while others crept along the turret floor, begging piteously for assistance.

Lieutenant Goodrich and Seaman Maleck became crazed, staggered up the iron ladder to the top of the turret and then threw themselves headlong into the sea, in a despairing effort to choose a death by drowning in preference to death by slow fire.

When the smoke of the burning powder had clearing away the shipmates of the unfortunate men rushed to their assistance and tenderly the suffering sailors were taken out of the fire-blackened turret and quickly conveyed to the ship's hospital, where their burns were dressed by the sur-

geons.

In the meantime Lieutenant Goodrich and Seaman Maleck had been rescued by a launch that was returning from an inspection of the target.

Official List of Victims.

Dead: Faulkner Golthwaite, midshipman, Kentucky; William J. Thatcher, chief turret captain, Wilmington, Del.; William Joseph Burke, seaman, Quincy, Mass.; George G. Hamilton, seaman, South Framingham, Mass.; George E. Miller, seaman, Brooklyn; William M. Thomas, seaman, Newport, R. I.; W. F. Pair, Brooklyn; Lieutenant Casper Goodrich, Brooklyn.

Injured: J. T. Cruse, midshipman, Nebraska, hands and face burned very seriously; Frank Schlapp, boatswain's mate, North Adams, back, chest, arms and face burned; Charles Hansell, gunner's mate, New York, face and hands burned; Orly Taglund, chief yeoman, Richford, Minn., arms, back and face burned; William Pair, seaman, Brooklyn, whole body burned, fatally; Edward J. Walsh, seaman, Lynn, Mass., chest and face burned, fatally; John A. Bush, seaman, New York, face, arms and chest burned, probably fatally; Charles L. Elch, seaman, Frankfort, Ind., face, arms and hands burned; John A. Fone, seaman, Southwick, Mass., two-thirds of body burned; Harold L. Gilbert, seaman, Southwick, Mass., two-thirds of body burned; John C. Maleck, seaman, Cleveland, O., arms and face burned; Louis O. Meese, seaman, Berea, O., arms, face and chest burned; Samuel L. Rosenberger, seaman, Philadelphia, arms and face burned; James P. Thomas, seaman, Brooklyn, face, arms chest and back burned, fatally.

Ship Was at Target Practice.

The accident happened while the battleship was several miles off Provincetown and the men were engaged in target practice, together with other vessels of the battleship squadron of the Atlantic fleet. The powder had just been taken from the ammunition hoist to load an eight-inch gun. It was seen to be burning, and in an instant it exploded in the very face of the loader of the gun. No damage was done to the vessel, as the powder was not confined, and under orders from Washington the Georgia sailed back for the target grounds off Provincetown.

How the powder became ignited is not yet known, but the theory held at the navy yard is that it was set off by a spark from the smokestack of the warship. Immediately after the accident the Georgia headed for the Charlestown navy yard. There the dead and wounded were removed and the injured conveyed to the naval hospital at Chelsea.

The Georgia is one of the battleships of the second division of the Atlantic fleet, which has been at target practice off Provincetown for the last three weeks. The Georgia is one of the newest battleships of the navy, having been in commission only about ten months. She is commanded by Henry McRea.

Russians Board a Ship.

San Francisco, July 16.—The barkentine S. N. Castle, Captain Pedersen, arrived here from the cod fishing grounds off the coast of Siberia and reported that the vessel had been boarded by the Russian gunboat Mandjur, its ship's papers taken and warned to stay thirty miles from the shore under threat of being confiscated and the officers and crew taken to Petropaulovsk in irons.

NEWS OF NEBRASKA.

Heavy Rains in Nebraska.

Lincoln, July 15.—Heavy rainstorms in eastern Nebraska put the railroads out of business and interrupted telegraphic communication. The Burlington reports its line near Papillion buried under driftwood from a sudden flood. It reports serious washouts at Ashland, Cullom, Leshara and Gretna. Rock Island railroad tracks are under water near Alvo and South. The Northwestern's Lincoln line is washed out near Ceresco.

STATE BOARD MAKES RULING.

Sets July 23 as Date for Hearing on Express Rates.

Lincoln, July 12.—The railway commission decided to fix a schedule of express rates July 23. All the companies were notified to be present and interpose objections, should they desire. The commission decided to act independently of the Sibley act, which expressmen disregarded.

LIFE SENTENCE FOR O'HEARN

Supreme Court Decides 1st Omaha Murderer Need Not Suffer Death.

Lincoln, July 13.—The supreme court handed down a decision in the case against Jay O'Hearn, sentenced to death from Douglas county for the murder of Nels Lautso, a saloon keeper of Omaha, who was held up in his place corner Twenty-second and Cuming streets. The case is not sent back to Douglas county for new trial, but the sentence is reduced to life imprisonment.

The supreme court affirmed the death sentence passed by a lower court on Harrison Clark, convicted of the murder of Edwar Fleury, an Omaha street car conductor, and set the date for the execution Friday, Aug. 20.

BELIEVES IN PROSECUTION.

Railway Commissioner Clarke Favors Criminal Cases.

Lincoln, July 15.—Railway Commissioner H. T. Clarke, Jr., declared himself in accord with Jdson Harmon and other men who have lately stood for the right of the state to deal with the corporations. Mr. Clarke, as well as Commissioner Williams, have expressed opposition to the ideas of the president looking toward federal control of railroads.

"State control, coupled with the criminal prosecution of some of the leading corporation officials, will solve the problem," said Mr. Clarke.

Chairman Winnett of the commission stated that he favors a federal commission with one member from each state. On the question of criminal prosecution of the corporation officials he favors it, but is opposed to criminal prosecution of subordinate agents who perform duties commended by higher officials.

WHEAT DOUBLES ESTIMATES.

Nebraska Fields Are Bringing Forth Unexpected Bounty.

Omaha, July 12.—Late reports from Nebraska harvest fields lead many local grain men to predict that the state's production of wheat this year will not be so very far behind that of last year after all. The first actual threshing reports have come in the last two days from the southern counties, where a few threshers are already in operation. These reports indicate a yield of twenty to thirty bushels an acre, where six weeks ago twelve or fifteen bushels was the predicted yield.

Harvest is general all over the southern part of the state and in the counties closer to the Platte the first wheat fields have been cut.

Considerable difficulty is experienced by many country dealers in getting twine. At a time when it looked as though the crop would be very short they cancelled their twine orders and of course the wholesalers lightened their demands on the factories. The result is the improvement in the wheat crop has caused a big cry for twine.

IOWA ASSESSMENT RAISED

Increase of \$997,000 in Taxable Valuation of Railroads.

Des Moines, July 17.—The actual valuation of steam railroads in Iowa was increased \$3,987,740 by the state executive council of the state assessment board. This means an increase of \$997,000 in the taxable valuation. All kinds of property in Iowa were valued higher, the increase in realty amounting to \$16,225,957; personal, \$6,624,856; telegraph and telephone lines, \$500,000, and express companies, \$38,305. Railroad property is now valued at \$253,336,480 and it will pay taxes on a basis of one-fourth of that sum.

SAY, MISTER!

Do you know that it will pay YOU, as well as US, to buy your Building Material and Coal at our yards? Not only that our prices AVERAGE lower, or at least as low, as those of our competitors, but BECAUSE we take especial care of and protect all can be classed as REGULAR CUSTOMERS.

PLATT & FREES CO. Coal. Lumber.

City Dray and Express Line.

F. W. STUDEBAKER, PROP.

Goods Delivered to any part of the city.

Charges as low as the Lowest

CITY AGENTS FOR ADAMS EXPRESS CO.

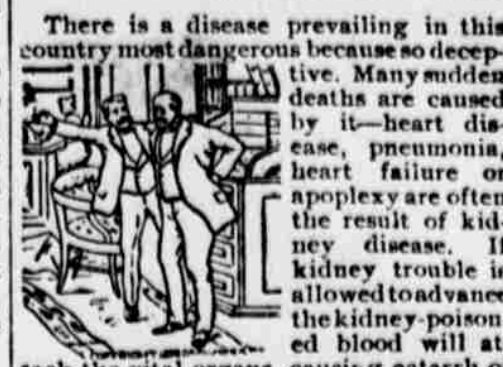
TELEPHONES,

Residence 188.

Office 119

The Cause of Many

Sudden Deaths.



There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, causing catarrh of the bladder, or the kidneys themselves break down and waste away cell by cell.

Bladder troubles almost always result from a derangement of the kidneys and a cure is obtained quickest by a proper treatment of the kidneys. If you are feeling badly you can make no mistake by taking Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy.

It corrects inability to hold urine and scalding pain in passing it, and overcomes that unpleasant necessity of being compelled to go often through the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases.

Swamp-Root is pleasant to take and is sold by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle of this wonderful new discovery and a book that tells all about it, both sent free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

OYSTERS

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Fresh Bread, Pies, Cakes, Candy and Cigars.

The Bon Ton

W. S. BENSON, Proprietor.

Do You Eat Meat?

When you are hungry and want something nice in the meat line, drop into my market. We have the nicest kind of

Home-made Sausages

and meats, fish, and game in season. We think, and almost know, that we can please you. Give us a trial.

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ROBINSON & BURDEN.