

THE PANHANDLE GEOGRAPHICALLY

Lying in that section of the United States that has come to be known as "The New Southwest," occupying about 25 thousand square miles of territory in the northwestern corner of Texas, is the "Panhandle."

It is a remarkable geological formation—an elevated prairie. Its general location is almost directly south of western Kansas and southeastern Colorado. Western Oklahoma lies immediately east of it, and the soil of Oklahoma's western counties is identical in quality with the lands of the Panhandle. These Oklahoma lands however, were government property and subject to homesteading and because of that fact were occupied by farmers almost as quickly as they became available. There is also a strip of Oklahoma, Beaver county, extending westward along the northern border of the Texas Panhandle and the eastern edge of New Mexico adjoins the Panhandle on the west. Both of these regions are well settled for the same reason—they were subject to the homestead laws.

There are no free homestead lands, no government lands in Texas, and there never have been. Texas came into the Union on a basis differing from that of any other state. This explains to quite a large extent why adjoining states have become settled with farmers and others while Texas has been overlooked waiting for an increased population and a consequent increase in the value of lands elsewhere would cause the homeseeker to turn in this direction for better land and low prices. Settlements are beginning to dot all parts of the Panhandle. The transformation of the old Panhandle into the new is really one of the modern wonders.

We go to the Panhandle country every

First and Third Tuesdays

Go with us and see for yourself

Red Cloud Investment Co.

Potter Block, Up Stairs, Red Cloud.

I. H. HOLMES, President. D. J. MYERS, Vice-President.
A. B. SELLERS, Secretary and Treasurer

DEATH LIST IS 350

TOTALS REVEAL DESOLATION
WROUGHT BY TORNADO.

Property Loss Impossible to Estimate.
Plantation Cabins Demolished and
Inmates Killed—Forty-Six Towns
Damaged—Storm Covers Wide Area.

New Orleans, April 27.—The totals of death, misery and ruin caused in four southern states by tornadoes came to hand in approximately correct form.

Briefly stated, they are: Killed, about 350; injured, painfully or seriously, 1,200; homeless, several thousand; towns reporting serious wreckage, 46; habitations and business houses practically complete ruins in these towns, about 2,500.

The above figures do not include the wreckage on plantations and farms, scores of which were struck and damaged.

Number of Dead May Never Be Known.

The number of dead may never be known accurately, for the reason that about three hundred of them were negroes, and they were buried in many communities without careful records being made of their numbers. While some of the first reports giving apparently reliable death lists have since proved unreliable, nevertheless remote places, which were late in reporting their dead, have served to hold the total death list uniformly around 350.

The manner in which this death list has grown for two days in spite of continual subtractions from first reports has been a melancholy index of the interstate scope of the disaster.

By following the wreckage of towns, the general direction of the tornadoes can be traced closely. Apparently the storm came in three separate currents, each describing the arc of a circle and traveling toward the northeast. The first of these struck through northern Louisiana, Mississippi and Tennessee. The second appeared farther south in Louisiana and Mississippi. This apparently was the portion of the storm which had swept through Georgia and Alabama Friday and Saturday. The third portion of the storm appeared farther south than either of its predecessors. This was the storm which demolished Amite, La., and Purvis, Miss., the towns in which the wreckage was the worst.

Why the fatalities were so large is apparent from a glance at the photographs which have arrived here from many portions of the tornado belt. They all tell the same story.

Negroes Chief Victims.

Whole blocks of what were formerly

wide residences and cabins lie strewn over the ground in separate boards. Under this mass of wreckage many hundred persons were buried, not one in a hundred escaping without some injury. The houses which were thus scattered about were mostly negroes' habitations. The homes of the whites held together better and the photographs show many of them with half the top of the upper half of the structure ripped off, but leaving below portions which must have held scores from death.

The ruined towns have been visited by thousands of spectators, many of whom went with a few dollars in their pockets to distribute among the needy. Sheds, made from the wreckage, have become the homes of hundreds. Small parties of men on horseback have gone through country districts taking inventories of the assistance needed and rendering aid where it was most necessary. At least a dozen funds have been started in as many cities and towns.

Following is a list by states of the forty-six towns reporting damage:

Louisiana—Lucerne, Kenmore, Lamourie, Richland, Amite, Essie, Pine, Angie, Franklinton, Sheridan, Avar, Eunice—total, 12.

Mississippi—Giles Bend, Purvis, Churchill, Lorman, Tillman, Melton, Baxterville, Bruyton, Sunflower, Wahak, Wingate, Columbus, Walls, McLaurin, Fairchilds Creek, Quitman's Landing, McCallum, Winchester, Pine Ridge—total, 19.

Georgia—Columbus, Chipley, Harris, La Grange, Griffin, McDonough, Locust Grove, Cedartown, Cave Springs—9.

Alabama—Albertsville, High Mound, Hatton, Leesburg, Settlement, Blountsville—6.

Beatrice, Neb., April 27.—Mrs. J. T. Moore, wife of Chief of Police Moore, was held up on Ella street. The holdup grabbed her pocketbook, which contained \$7 in silver. As he did so the money rolled out on the pavement, and he escaped without stopping to gather it up. Another woman, whose name was not learned, was also a victim of the holdup man.

Commends Attorney General.

Lincoln, April 27.—Chairman H. J. Winnett of the state railway commission is of the opinion Attorney General Thompson deserves great credit for the able manner in which he has attended to the legal duties of his office affecting the commission and has issued a statement which contains a history of the express company litigation.

Circus Rider Hurt.

Fairbury, Neb., April 27.—At the initial performance of Campbell Bros. circus here a horse fell on one of the hippodrome riders and injured him seriously.

LINER HITS CRUISER

STEAMER ST PAUL SINKS BRITISH WARSHIP GLADIATOR.

Coolness Allays Panic on Liner, Which Is Badly Damaged—Twenty-Three Sailors Are Missing—Divers Search Sunken Cruiser for Bodies.

London, April 27.—The total of dead and missing of the cruiser Gladiator's crew as a result of the collision between the American liner St Paul and the British warship off the Isle of Wight is twenty-eight. The admiralty issued a revised list of the names of the Gladiator victims, which includes an additional death in the hospital, bringing the total of deaths known up to five. Twenty-three men are missing, according to the list, and six are suffering severe injuries. The secretary of the admiralty expresses fear that there are still eight others missing. Divers searched part of the sunken cruiser for bodies, but were not successful in finding any.

The opinion among shipping men appears to be unanimous that the accident was unavoidable. All witnesses of the disaster agree practically that both crews behaved as well as possible. Coming so soon after the loss of the Tiger, which was sunk by the cruiser Berwick off the Isle of Wight on April 3, thirty-six men being drowned, the sinking of the Gladiator is a severe blow to the British navy.

The passengers on the St Paul who acted so coolly during the few trying minutes following the collision could hardly have realized the danger in which they stood. They were assured by the officers that there was no danger, but the condition of the steamer's bows, disclosed as she lies at the dock, shows that she had a narrow escape from meeting the same fate as the Gladiator. As it was, the St Paul was more seriously damaged than at first supposed. She shipped a great quantity of water through her broken plates, and from the moment she backed away from the wrecked cruiser until she reached her wharf all her pumps were going at full capacity.

The damaged bows of the St Paul indicate that she forced her nose at least twenty feet through the cruiser's side, but fortunately the greatest damage was above the water line.

The snow was falling so thickly that it was impossible to see a yard ahead. Had the cruiser been painted any other color than slate, she might have been seen earlier and the collision averted, but Great Britain has decided that her warships attract less attention when thus painted, and what is considered the necessity of war purposes has contributed to an accident.

PUBLISHERS ASK VOTE ON BILL

Declare Majority of House Is in Favor of Stevens Measure.

Washington, April 27.—A committee of the American Newspaper Publishers' association visited the special committee appointed by the speaker to investigate the wood pulp and paper questions and the paper trust. The visitors said a majority of the members of the house have expressed a desire to support the Stevens bill and insisted that they be given an opportunity to record their vote.

Without warning the delegation swept into the room of Speaker Cannon, author of the resolution for an investigation of the paper industry, which, it is charged by the publishers, was designed for the purpose of preventing legislative action at this session of congress, and before the visit was over President Ridder and the speaker had had a wordy warfare which plainly indicated the temper of the speaker.

That the publishers were full of fight was evidenced on every hand. They went after their congressmen without gloves, called them out of the house and out of their committee rooms, and generally upset things in the house.

What frightened the leaders of the house most, however, was their threat to start a petition on the Republican side of the house to compel the speaker to permit the wood pulp and print paper bill to pass.

LANDSLIDE BURIES A TOWN

Thirty Inhabitants of Canadian Hamlet Die Under Tons of Earth.

Buckingham, Que., April 27.—Half the little French hamlet of Notre Dame de Salette, sixteen miles from here on the Lievre river, lies buried under a sliding mountain, and at least thirty of its small population are known to have perished. The hamlet has no telephone or telegraph and it is not on a railroad. Meager bits of news of the disaster come in by messenger from the physicians and other rescuers who were hurried there when the first calls for aid came.

Latest reports from De Salette make the number of known dead thirty, of which eleven bodies have been recovered in all, twenty houses were engulfed in the slide. The slide carried two houses on the west bank into the swollen river and across to the east bank and then covered eighteen houses there. The river was dammed and those who were not killed in the avalanche were drowned.

TWO KILLED; THIRTY INJURED

Two Interurban Cars Collide Near Ypsilanti, Mich.

Detroit, April 29.—Two large interurban trolley cars on the Detroit, Jackson and Chicago railway collided head-on while running about forty-five miles an hour, near Ypsilanti. Nine men were killed and about thirty men and women injured, four of them probably fatally.

A mistake in orders on the part of Motorman Isa Fay of the limited car, who was crushed to death beneath his vestibule, is alleged to have caused the collision. It is charged that he overran his orders.

The dead: Motorman Isa Fay of Jackson, John Paget of Detroit, Charles Carmen of Detroit, Joe Howard of Detroit, Jack McMullen of Syracuse, Garborino Gronni of Detroit, three unidentified men.

The limited car, comfortably filled with about forty people, left Ypsilanti at 7 o'clock for Detroit. The running time of the car was changed and reduced so that Motorman Fay left Ypsilanti ten minutes earlier than it had been accustomed to. This is thought by some to be responsible for his mistake. Instead of stopping at Harris switch, about two miles west of the scene of the accident, the limited rushed by the crossing point at high speed. As it rounded a curve four miles east of Ypsilanti, the other car dashed into view, also running at high speed. It was a hopeless effort to try to stop the heavy cars, and they crashed together with terrific impact.

Motorman Wingrave of the local car jumped when he saw that the collision was inevitable, but Motorman Fay stuck to his post. The local car was built considerably higher than the limited, so that as they met its body rode up over the heavy flooring and iron work of the limited and telescoped it for nearly thirty feet. Despite the terrific force of the collision, the wrecked limited stayed on the rails, with the local car crashed into its forward end for half the length. There were screams of fright from the limited passengers as they saw the local car loom up before them, and then they were silenced in the crash. Survivors say there was a moment of death-like stillness following the collision and then the uninjured and slightly wounded passengers crawled from the wreck, and after a few moments began the work of rescuing those who were pinned under the car. Hardly a passenger escaped injuries of some sort. Bruises and cuts from broken glass were general among those who had fortunately escaped more serious wounds.

CONNER IS GIVEN A LIFE TERM

Pleads Guilty to Murder in Second Degree in Killing His Wife.

McCook, Neb., April 27.—John Frank Conner, who murdered his wife Thursday on a farm about fifteen miles south of McCook, and who has since been held in the county jail at this place, waived his preliminary hearing in justice court and was bound over to appear forthwith in the district court. The prisoner pleaded guilty to murder in the second degree and was sentenced to the state penitentiary at Lincoln for life.

The prisoner made a statement, the gist of it being that the murdered woman had stated she was going to leave him and that he felt she was the last one to turn against him, and he shot her to death.

BRYANS ARRIVE AT LINCOLN

Family Together Again at Fairview After Mrs. Bryan's Trip Abroad.

Lincoln, April 27.—William J. Bryan, Mrs. Bryan and Mrs. Ruth Leavitt arrived in the city and went immediately to Fairview. A large crowd, composed of relatives and close friends, met the Bryan party at the depot.

Mr. Bryan said for the next two weeks he would pay strict attention to work on his farm. After that he will go to Washington for the White House conference. He declined to discuss political conditions in New York and Illinois.

WOODS' SENTENCE COMMUTED.

Lincoln, April 27.—Frank Woods, sentenced to the penitentiary for twelve years in 1904 from Dawes county on a charge of taking \$4,000 from a woman, will be released some time next fall. Governor Sheldon commuted his sentence to five years upon the recommendation of Judge Westover, who was the trial judge when Woods was convicted. The prisoner has a wife living in Iowa.

STOCK SHIPPER FILES COMPLAINT.

Lincoln, April 28.—Oscar Thompson of Wisner, representative in the legislature of 1905, appeared before the state railway commission with a complaint against the Northwestern railroad, which he wants investigated. He cites that 22,000 pounds is given by the railroad as the minimum weight of a car of sheep, and yet complains that he never has been able to crowd that many pounds of live sheep into a single car. He complains that he is thus compelled to pay extra freight charges.

Child Caught on Bridge and Killed. Gering, Neb., April 29.—While returning from a picnic, Eva McFarland, aged nine, daughter of Mr. and Mrs. John McFarland of Gering, was caught on a high trestle bridge and run down and killed by a Colorado Southern passenger train. She was badly mangled. The parents attended the picnic with their daughter, who ran on ahead to cross the bridge.

DEATH TAKES JOHN A. DOE.

Omaha, April 25.—John A. Doe, for twenty-two years a leading business man of Omaha, South Omaha and Council Bluffs, died at his home after an illness of a year, during the last four months of which he was confined to his bed. He was president of the Omaha Ice company.

FOUSE GETS DEATH SENTENCE.

Omaha, April 29.—William Fouse, the negro convicted of murdering Joseph T. Bowles, a Fort Crook soldier, on the night of Dec. 11, was sentenced to suffer death on the gallows by Judge Sears. The date of the execution was fixed at Friday, Aug. 14.

FRUIT DAMAGED IN NEBRASKA SOME.

Lincoln, April 28.—A light frost was reported in southern Nebraska. The mercury dropped to 2 degrees below freezing. Peaches have been slightly hurt, it was reported. Gardens escaped with little damage, owing to the high wind and cloudy weather.

FIRST WHITE CHILD IN OMAHA IS DEAD.

Omaha, April 29.—Mrs. Emma Logan Whitney, aged fifty-eight years, who is said to have been the first white child who was brought to the city of Omaha, died at the home of her son, Clarence Whitney, at 1015 Fifth avenue, in Council Bluffs.

Burlington
Route

April Specials

To the Pacific Coast

Very favorable excursion rates to the Pacific Coast during the summer season of 1908, including special dates in April to California as follows: April 25th and 26th. Illustration, only \$60 round trip. The Coast tour is the finest journey in the world. Make it this summer. Also low one-way rates during April.

To Colorado and Rocky Mountains

Plan now for your summer vacation in Colorado, Wyoming, the Black Hills or Yellowstone Park. Very low and attractive summer tourist rates to the cool mountain resorts—after June 1st.

Homeseekers' Rates

First and third Tuesdays to the west generally.

Big Horn Basin

Auction sale for choice of the newly irrigated lands under the Oregon Basin, or Wiley ditch, near Cody. Opening in May, 1908. Also splendid chances yet for homesteading government irrigated lands near Garland, Wyo. Write D. C. M. Deaver, Landseekers' Information Bureau, Omaha. He will personally conduct landseekers excursions to the Big Horn Basin first and third Tuesdays of each month through the summer. Excellent business chances in new growing towns on Burlington extensions. Write Mr. Deaver or J. F. EDWARDS, Ticket Agent.

L. W. Wakeley, G. P. A., Omaha, Neb.

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GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size, 50 cents at Druggists or by mail. Liquid Cream Balm for use in atomizers, 75 cents.

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