

INFECTED CATTLE KILLED

State Veterinarian Follows Up the Hastings Cows.

EVERY PRECAUTION TAKEN

Food Commissioner Harman Invited to Deliver Speech to the Master Bakers in Their October Convention.

(From a Staff Correspondent.)

LINCOLN, Oct. 11.—(Special.)—State Veterinarian Kigin went to South Omaha yesterday to investigate conditions surrounding the disposal of the forty-seven cattle shipped from the state asylum at Hastings which had shown tuberculous symptoms and were shown to the government inspectors at the packing city to be disposed of.

Dr. Kigin discovered that after an examination all of the cattle had developed sufficient symptoms of the disease to warrant killing and they were disposed of in that way.

"Every precaution is being taken," said Dr. Kigin this morning, "to prevent any future disease of the kind at the Hastings hospital. The barn where the cattle were housed has been torn down and every precaution taken to destroy any germ of chance of any other cattle being taken with the disease. The new barn is of the most sanitary character and I do not believe there is the least chance that there can be any further spread of the disease among the cattle at the institution."

Harman to the Bakers. Food Commissioner Harman has been invited to talk to the master bakers of the state, who will hold their state convention in Omaha, October 21, 22 and 23. He will also talk to the retail grocers of Lincoln Monday night next on methods of handling cold storage products.

Organized Agriculture.

Secretary Mellor of the State Board of Agriculture has called a meeting of delegates to the winter sessions of organized agriculture to be held in the office of the State Board of Agriculture October 18 at 10:30.

To Irrigation Convention.

Governor Morehead has appointed the following delegates to the state irrigation convention to be held in Bridgeport October 25, 26 and 27: H. H. Andrews, Calaway; J. A. Smith, Lincoln; Andrew Young, Craig; Glen C. Hampton, Goshen; Thornton Shiveley, Fairfield; C. H. Morrill, Stromsburg; and S. D. Hughes, McCook.

Omaha Couple to Marry.

License to marry was granted to Eugene R. Rogers, age 24, and Emily M. Hoffman, age 24, both of Omaha, by the county judge of Lancaster county yesterday.

GEORGE W. BERGE AGAIN WILL TRY FOR SENATOR

(From a Staff Correspondent.)

LINCOLN, Oct. 11.—(Special.)—This morning a Lincoln paper published a portrait of George W. Berge with the announcement that he will be a candidate for the democratic nomination for governor.

This is the first real candidate who has shed his hat in the ring so far. Others have been beating about the bush, but

it has been left to the hero of several unsuccessful battles to get in the limelight first.

Mr. Berge ran against John H. Mickey in 1908, but was defeated by something like 2,000 votes. The same year Roosevelt carried the state by something like 80,000.

Peculiar Forgery Case Brought to Law Department

(From a Staff Correspondent.)

LINCOLN, Oct. 11.—(Special.)—A case which has been put up to the attorney general to decide has caused much perplexity to the part of Assistant Attorney General Edgerton, to whom the matter has been referred. No names will be given out, but it involves a construction of the law against forgery.

It seems that a young man in a Nebraska town desired to marry a young woman. She herself was not favorable, nor was the mother of the girl. However, the young fellow persisted in his attentions, and to avoid him the girl was sent to another town to visit relatives.

Soon after she received a telegram signed by her mother to hasten home and that an automobile would meet her at a little town not far from the home. The girl followed instructions of the telegram and was met at the train by the young man, who demanded that she marry him at once, giving her a letter signed by her mother stating that she desired the marriage.

The girl refused to go farther until she had seen her mother, with the result that the forgery of the mother's name to the telegram and also to the letter was discovered. The mother desires to prosecute. So far Mr. Edgerton has been unable to discover any law which covers the forgery of a name to a telegram.

NEBRASKA HEN IS GREAT PRODUCER OF WEAITH

(From a Staff Correspondent.)

LINCOLN, Oct. 11.—(Special.)—In 1912 there were shipped from points in Nebraska 47,423,822 dozen eggs. Owing to the high price of meat the consumption of eggs on farms was undoubtedly much greater than in 1911, when 60,180,609 dozen eggs were shipped. The fancy price to be realized from the sale of live and dressed poultry in 1912 no doubt had its effect upon the egg production, as in that year the shipment of this commodity reached the enormous total of 46,528,230 pounds, as against a total shipment in 1911 of 26,748,504 pounds. In 1911 there were shipped from Nebraska stations a total of 60,180,609 dozen eggs.

It is safe to assume that the 127,723 families upon farms used 33,397,990 dozen eggs. Figuring the price at 20 cents per dozen in 1912, the Nebraska hen is no slouch when it comes to getting the coin. It is safe to state that she brought to the pockets of Nebraska farmers during 1912 not less than \$10,000,000, to say nothing of the part she played in satisfying the craving of the inner man.

O. U. Sports.

We have the largest and best line of shotguns in the city. To make quick sales we give hunting licenses free with every shotgun purchased at Koutsky-Favik Co.

Six-room modern flat for rent. Twenty-fourth and E. Telephone 1896.

CASS COUNTY'S CITIZENS BACK DWYER FOR JUDGE

(From a Staff Correspondent.)

LINCOLN, Oct. 11.—(Special.)—Many different delegations of Cass county people who were desirous of having the governor appoint D. O. Dwyer of Plattsmouth district judge to fill the vacancy caused by the death of Judge Travis last week were at the state house today. One delegation was headed by A. L. Tidd of Plattsmouth and Senator Banning of the same county. Another was headed by ex-Representative Windham. The governor has hinted that he should use no haste in making the appointment. So far but three candidates have appeared for the appointment, the other two coming from Nebraska City, and this, in the minds of some, will weaken both Nebraska City candidates, while on the other hand Dwyer has the united endorsement of Cass county democrats, with a strong support from republicans, while Representative Releigh of Nebraska City has also urged the appointment of the Plattsmouth man.

Red Sox Acquire Another.

In purchasing First Baseman Carlstrom from Lawrence the Red Sox have found a roommate for Olaf Henriksen, the Scandinavian.

URANIUM LINER BURNED AT SEA DURING STORM

(Continued from Page One.)

broken limbs among the members of his boat crew.

Captain Barr of the Carmania, then maneuvered his big vessel very close to the Voltorno and finally got the Carmania's bow within a hundred feet of the Voltorno's stern. It was found impossible, however, to cast a line on board the Voltorno or to get anybody off it.

Night of Horror.

It was a terrifying sight for the passengers and crew of the Carmania to see so close to them the hundreds of passengers, including the women and children, horror-stricken on the decks of the Voltorno and yet be unable to help them.

Most of the passengers got into the ship's life boats, but a hundred of them had gathered at the after end of the burning vessel whose crew at the same time continued to fight the fire at its forward end.

Captain Barr of the Carmania in the meanwhile kept his wireless apparatus at work communicating with all the vessels within the radius of his instruments. At 4 o'clock in the afternoon the Groszer Kurferst and the Seydlitz came in sight, and these two were joined later in the afternoon by the Kroonland, the Devonian, Rappahannock, Minneapolis, La Touraine and the Asian.

Second Attempt at Rescue.

The gale abated slightly toward night and each of the succeeding ships as soon as it was possible for it to do so put out their boats. The waves, however, were so high that although the small craft made some progress in the direction of the Voltorno, it was impossible for them to get alongside, and they returned to their ships, in most cases doing this with the greatest difficulty owing to the overwhelming seas and the darkness.

The Carmania kept its lights going, throwing their rays across the foaming seas in the quest for possible struggling

swimmers or lifeboats from the Voltorno.

At about 9 o'clock in the evening when the darkness was at its blackest, flames burst through amidship of the Voltorno from its engine room and coal bunkers. As the fire lighted up the sky there followed an explosion, which sent into the air burning wreckage like a flight of rockets.

Fire Makes Awful Spectacle.

The spectacle of the great vessel being consumed by fire with over 500 souls on board and surrounded by a fleet of huge lighted hulls crowded with thousands of spectators, all anxious but unable to help, owing to the mountainous seas, was terrifying.

All that could be done by the would-be helpers was to throw overboard from their vessels dozens of lighted life buoys and stand by in the hope of picking up some of those who had been cast into the sea.

At twenty minutes past 9 the wireless operator on board the Voltorno had to turn over the connection of his instrument to the reserve batteries, as the fire had reached the boilers and the engine room and had put the pumps and dynamo out of action. A few minutes later cries for help were heard rising from the water near the Carmania, and then a man, who proved to be a steerage passenger of the Voltorno wearing a life belt, was located by means of the searchlight a short distance away, tossed about by the sea. He was rescued, but only after one of the sailors of the Carmania had been lowered into the water with a life line, which he placed around the waist of the exhausted man.

Other cries were heard, but these gradually died away and no further bodies or swimming people were seen. About midnight a ray of hope came, for it was seen that the flames were not making much headway aft of the engine room or the after bulkhead of the Voltorno.

At daybreak the Voltorno was still floating with its great human cargo huddled in masses in its poop. The sea had moderated considerably and a flotilla of boats gathered round the stern of the Voltorno.

The emigrants on board the Voltorno were composed of Russians, Dalmatians, Poles and a few Germans. Most of them were bound for Canada.

Two Boatloads.

BREMEN, Oct. 11.—The captain of the Groszer Kurferst in a wireless report of the Voltorno disaster says the total of those rescued was 523. Of these eighty-six passengers, two ship's officers, one engineer and sixteen sailors were taken on board his ship.

The report adds that two full boatloads from the Voltorno were still being sought for at the time the dispatch was sent, but that it was improbable they would be found.

The full text of the report of the captain of the Groszer Kurferst was as follows: "We received the appeals for help from the Voltorno on Thursday at 4 o'clock in the afternoon while we were in latitude 48.50 north, longitude 33.06 west. When we arrived near the Voltorno we found it completely on fire. The fire apparently had risen from a violent explosion in the forward part of the vessel and this explosion had killed a number of passengers and sailors.

"Eleven steamers assembled in the neighborhood of the disaster, which took place during a violent storm, blowing from the northwest with the sea breaking high.

"Two of the boats of the Groszer Kurferst were lowered and kept at work during the whole night from 9 o'clock in the evening until 3:15 in the morning. It was almost impossible for them to approach the wreck and the rescue of those on board the Voltorno was possible only when they jumped overboard.

"A boat was lowered from the Voltorno with five men, who were saved, but the boat sank immediately afterward.

"The total of those rescued from the ship was 523 and of these eighty-six passengers, two ship's officers, one engineer and sixteen sailors, making a total of 105, were taken on board the Groszer Kurferst.

"Two full boat loads from the Voltorno are being still sought for, but it is probable that they will be found. "One hundred persons from the Voltorno are missing. The Carmania and La Touraine are searching in the vicinity of the scene of the disaster where the wreck is dangerous to navigation.

"The shipwrecked passengers and crew on board the Groszer Kurferst are being well cared for and have been provided with proper accommodations. We are proceeding."

Selling better overcoats is no idle boast at this store—

With the approach of the Overcoat season, your attention should be directed to this store. To you, coming here means getting better style, larger assortments, as well as enjoying a saving ranging from \$3.00 to \$10.00.

\$10, \$12, \$15, \$18, \$20 UP TO \$50

Most Wonderful Showing of Chinchillas at \$15, 20, \$25

You'll be wanting a Chinchilla Overcoat this winter. It's hard to imagine a more stylish garment than those English length, belted back Coats we show in Navys, Browns and Grays. Better come in for a try-on this week.

KING-PECK CO. "HOME OF QUALITY CLOTHES"

The store with a conscience



passengers who were bound for New York. The list follows:

Rubin Reimer, aged 30; Mariana Mryagod, 17; Jozsef Farber, 15; John Krug, 23; Frieda Krug, 22; Hinda Friedman, 19; Esther Kaplan, 19; Hedwig Eberle, 45; Carl Tepper, 46; Hoda Tepper, 18; Earl Tepper, 14; Emma Tepper, 9; Tarke Tepper, 8; Leibe Sabin, 54; Michael Sabin, 47; Armande Antoin, 11.

The Voltorno was commanded by Captain Inch, who has been five years in the service of the Uranium line.

The Voltorno was built by Fairfield & Co. at Glasgow in 1906. It was 340 feet long, with a 45-foot beam. Its gross tonnage was 3,581, net 2,208.

On this voyage it carried a cargo of 891 tons, consisting of noncombustible chemicals, manufactured cotton goods, mineral waters and liquors.

Indications were that there were no native born Americans on the Voltorno. A nearly complete passenger list received here from Rotterdam showed that practically all on board were immigrants, mostly bound for Canada.

OFFICIAL REPORT OF CAPTAIN

Each of Ten Ships Has Part of the Survivors.

LIVERPOOL, Oct. 11.—Captain Barr's official report of the disaster, sent to the offices of the Cunard line here, was timed on board the Carmania at 6:30 this morning. It says:

"The Voltorno was abandoned on account of fire on Friday, October 10, in latitude 48.25 north, longitude 34.23 west. All the survivors were taken off.

"The following is the list of those saved and on board the ten assisting steamers: "Carmania, 11; La Touraine, 40; Minneapolis, 20; Rappahannock, 15; Car, 10; Narragansett, 25; Devonian, 59; Kroon-

land, 80; Groszer Kurferst, 105; Seydlitz, 38. Total, 523."

"Captain Barr's report continues: "An incomplete list of those saved is on board the Carmania. I will forward it from Queenstown."

Advices have been received from the purser of the Voltorno that the original number on board that vessel when it sailed were 200 cabin passengers, 540 steerage passengers and 95 crew, making a total of 737.

Captain Barr continues:

"The crew of the Voltorno was saved by the Kroonland; the captain, the chief, second, third and fifth engineers and two telegraphers by the Narragansett; the baker and a steward by the Car; the purser and the surgeon by the Groszer Kurferst. Nineteen of the names have not been received by me."

None from Omaha.

In Omaha Harry Shields of the Wash has the agency of the Voltorn and is certain that it did not carry any passengers from this city. It has never catered to high class trade, most of its business being second and third class, and its patrons being largely Russians coming to America. In the past it has brought a number of Russian emigrants to Omaha and Nebraska, they nearly always coming on prepaid tickets.

The Voltorno was one of the boats outside of the conference, or trust, and was known among the steamship agencies as a scalper, a boat that cut the rates in order to get the business. While the agency has been held by Shields for years, nearly all the other offices had it on their lists and sold tickets for passage, both going and coming.

Persistent Advertising is the Road to Big Returns.

The Nebraska

JOHN A. SWANSON, Pres.

The Nebraska

WM. L. HOLZMAN, Treas.

The Nebraska

Above all—VALUES

"QUALITY" CLOTHES

for PARTICULAR DRESSERS

WHEN Buying your fall clothes

bear in mind that Kaufman "Pre-Shrunk" Clothes are "Quality Clothes"—they're stylish, faultlessly tailored and "distinctive" appearing, and because "Pre-Shrunk" by an exclusive process, which produces this Lasting Style and Shape Permanence—TWO IMPORTANT FEATURES that can be procured in no other make—they keep the fine appearance and grace you first admire.

YOU, YOUNG MEN

who demand clothes that "suit" your personality—clothes made expressly for you—perfect fitting, well tailored—"lively" appearing clothes—invariably choose KAUFMAN "PRE-SHRUNK"

CAMPUS TOGS

They're designed exclusively for young men in many new ideas in style and fabric—youthful patterns and weaves—full of dash and vim, and we guarantee they will stay perfect fitting and keep their graceful lines and "youngish" appearance as long as worn. CAMPUS TOGS assure Lasting Clothes Satisfaction.

We've a suit and overcoat in a style and fabric that will please you.

\$15.00 to \$30.00

Nebraska Clothing Co

JOHN A. SWANSON, PRES.

WM. L. HOLZMAN, TREAS.

FARNAM AT FIFTEENTH ST.

CORRECT APPAREL FOR MEN AND YOUNG MEN.

