CONTINENTAL'S BIG CIRCUS

The Huge Elephant "Overstocked" Draws the Biggest Kind of Crowds.

MOST WONDERFUL DROP ON RECORD

Prices Do the Tumbling—A Good Seat in Any Part of the House—Nothing Reserved—Doors Open at 8 Monday Morning.

You cannot miss it.

It is the only circus in town.

Thousands and thousands of suits have gone and will be out to see the parade tomorrow.

All the fall suits on sale now at less than cost.

Men's heavy weight suits, $5.75.
Men's heavy weight suits, $6.75.
Men's heavy weight suits, $7.50.
Men's heavy weight suits, $7.75.
Men's heavy weight suits, $9.75.

Their equals cannot be bought for twice and three times as much.

Boys' $7.00 and $8.00 suits to go at $3.50.

Boys' $2.00 black cheviot 2-piece suits, double-breasted square cut coat, serge lined; also a few $2.00 jersey and light colored suits, all at 95c.

Brown plaid and blue cheviot 2-piece suits, $3.50 and $4.00 goods, $1.95.

Boys' brown plaid cheviots, warranted not to rip, fine serge lined, the best bargain in the store, $2.50.

Boys' reefers, ages 4 to 8, in blue all wool chinchilla, fast color, mohair braid, $2.87.

Men's $12.00 fall overcoats, $5.75.
Men's $18.00 fall overcoats, $9.50.
Men's $25.00 fall overcoats, $12.75.
Mackintoshes as low as $2.87.
The new covert cloth mackintosh, $6.75.
Umbrellas at 85c, $1.00 and $1.25.
Men's natural mixture gray half wool underwear cut to 38c each.
Wool fleeced underwear cut to 50c.
Brown ribbed shirts and drawers, 50c.
Clouded, fleece lined underwear, 63c.
Camel's hair, all wool and silver mixed derby ribbed underwear, 68c.
Men's $1.50 black derby hats, 95c.
Men's handsome new shades of brown and black derby hats, high cost goods, at $1.38.
Men's tourist hats, 75c, 89c and 95c.
Beautiful steel tourist hat; a brand new style, at 87c.
Men's $2.50 and $3.00 derby hats at $1.45.

CONTINENTAL CLOTHING CO.

SUMMER EXCURSIONS.

Via Chicago, Milwaukee & St. Paul Railway.

A long list of excursion points to which round trip tickets will be sold at greatly reduced rates. The conditions for summer tourists were never more liberal than those for this season. For full information as to routes, rates, limits, selling dates, etc., apply at the city ticket office 1504 Farnam st.

F. A. NASH,
General Western Agent.

Dr. Kinsler—Ear, nose, throat and chest. Brown block, 16th and Douglas.

To Colorado, Utah, California and All Western Points.

Those who have made the trip via the Union Pacific are unanimous in saying that it offers better service than any other line.

For rates, time tables and other information call at the city ticket office, 1302 Farnam street.

Wm. C. Goss——COAL.
Tel. 1307. Office and yards 11th & Nicholas.

Five Brand—New Train.

The Burlington's morning Omaha-Denver and afternoon Omaha-Chicago trains have recently been newly equipped from end to end. The chair and smoking cars as well as the sleepers are provided with wide vestibules and are lighted by Pintsch gas. The chair cars are in rosewood; the smoking cars in oak. The smoking cars have reclining chairs and are finished in a style distinctly in advance of anything heretofore attempted. Excellent taste has been displayed in the interior decorations of these magnificent trains which are by far the handsomest out of Omaha.

Five complete trains are required to maintain regular service between Denver, Omaha and Chicago. Three of the new trains are now in service. The others will follow shortly.

Ticket office 1502 Farnam.

DEATH OF ANOTHER OLD RESIDENT.

M. E. Smith Unexpectedly Succumbs to Apoplexy.

M. E. Smith, senior member of the firm of M. E. Smith & Co., of this city, died very suddenly Friday afternoon at Syracuse, N. Y. Accompanied by his wife, he left Omaha Tuesday evening for the east, apparently in his usual health, which had been good, as he was a robust man. No other word was heard from him until Friday evening, when a telegram was received in Omaha announcing his death. Apoplexy was the cause of his sudden taking away. He was 60 years of age. The sons of the deceased left yesterday afternoon for Chicago, where they will meet their mother with the remains of their father, returning to Omaha Monday morning.

Mr. Smith was born at North Pitcher, N. Y., September 19, 1837, and his early life was spent in that vicinity. He was married to Miss Harriet Crittenden in 1861, and then came west in 1868, settling in Council Bluffs, where he engaged in the retail dry goods business. After a few years he drifted out of the retail business and engaged exclusively in the jobbing business. In 1886 he moved to Omaha, where he has since been located. He is the senior member and principal stockholder in the company, the other stockholders, with one exception, being members of his family. Three of his sons, Arthur C., Walter D. and Floyd, are associated with him in business, and the fourth son, A. J., is a student at Harvard college. He has no other children.

The business in which Mr. Smith spent so many years in building up will be continued under the same name and in the same place.

G. A. R. Official Notice.

The official train to Buffalo carrying the commander-in-chief, staff and escort and the department commander of Nebraska and delegates leaves the U. P. depot, Omaha, at 6 p. m., August 21, via "Union Pacific-Northwestern Line" and runs direct to Buffalo.

Wonderfully low rates, with privilege of extension of time returning 30 days. In addition to the old soldiers and their friends, ample facilities will be provided on this train for the public generally, thus assuring ladies, children and others through accommodations, Omaha to Buffalo, without change, direct.

Write Gen. T. S. Clarkson, First National bank, or call at "The Northwestern Line" city ticket office, 1401 Farnam street.

Railway Mail Clerk Promotions.

The recent transfer of J. O. Morrow from the railway mail service to the position of transfer clerk at the Webster street depot left a vacncy very near the top in the line of postal clerks. This vacancy has just been filled by the promotion of F. B. Eastland, on the Omaha and Ogden line, from Class 4 to Class 5. G. V. H. Brill and J. H. Zehrung were each moved up one point in Class 4; O. E. Lane was promoted from Class 3 to Class 4, and W. C. Ryan and Carl Egge were each moved up one place in Class 3. W. S. Wheeler of Schuyler, a substitute, has been made a regular to fill the vacancy caused by the advancement of Egge. All these clerks are on the Omaha and Ogden line.

THE UNION PACIFIC.

The Only Dining Car Route.

OMAHA TO PACIFIC COAST.
THE UNION PACIFIC.

It is the only direct line to San Francisco, and makes 12 HOURS QUICKER TIME to San Francisco than any other line. Call at city ticket office, 1302 Farnam st.

DIED.

SMITH—Monroe E., at Syracuse, N. Y., August 20th. Interment at Omaha. Notice of funeral later.

Lake Minnetonka and Return.

Via St. Paul and Minneapolis
HALF FARE ONLY.
Via Northwestern line—of course.
1401 Farnam St.
August 21, 22, 23, back by September 9.

BICYCLE THIEF AND FORGER.

A. R. Smith Confesses to Being Much More Than a Common Thief.

Special Officer Shoop made a good catch Friday afternoon when he arrested a man who gave the name of A. R. Smith. According to his own confession, the prisoner is a bicycle thief and a forger on a very large scale. He has admitted that in a few hours Friday he opened an account at a bank with a forged check for $225, realized $230 in cash from this account and stole six bicycles. In addition to this he has confessed to similar extensive operations at other points.

Friday six bicycles were stolen from the New York Life building. Four of these belonged to C. A. Goss, W. A. DeBord, Charles S. Lobingier and O. C. Olson, all of whom office in the building. The police have not yet secured the names of the owners of the other two wheels. Smith crated three of the wheels and shipped them to an auction dealer in Kansas City, but they were stopped on the way and were brought back. Two of the others he sold to pawnbrokers, and the third he disposed of in a Douglas street auction house.

Goss reported his loss to Officer Shoop and the latter located the wheel in a pawnshop. He secured a description of the man who sold it, and later picked him up on the street. The arrest was made just in time, for the prisoner admits that he intended to leave the city last night. When he was taken to the police station he gave the name of A. R. Smith, but he has been known in the city as George B. Barnes. He has been here since last May and has lived in a flat at Twenty-fourth and Farnam streets. He has been occupying the position of law student in the office of W. H. DeFrance.

Yesterday Smith, or Barnes, not only admitted the theft of the bicycle, but also confessed to a forgery he committed Friday. He forged the name of Henry Goodman to a check for $225 on the First National bank and deposited it in the Commercial National bank. Upon this account he later drew a check for $180 in favor of James E. Boyd and received the money. He also purchased $50 worth of mileage from the Chicago, Burlington & Quincy railroad with another check on this account. He also confessed to some forgeries he committed in Doylestown, Pa., his home town. He said he forged his uncle's names to two notes, one for $350 and the other for $150. He also forged another man's name to a note for $150 and forged signatures to four notes of $35 each. All of this paper was passed upon the First National bank of Nurtown, Pa., seventeen miles from Doylestown. The prisoner's work was so smooth in these operations that some of the notes were renewed three times. He was threatened with exposure last May, however, and he therefore departed for the west.

Barnes says he makes this confession because he desires to be taken to his home for trial. He has a wife and a son 9 years of age there, and also a host of friends. His desires in this regard are not likely to be fulfilled, however, as the local police are determined to prosecute him here for his operations in this city. He asserts that he has confessed to all the criminal work he has done, but the police doubt this statement. They say that they have found evidence in the prisoner's documents which shows that he is an expert bicycle thief, even if he has committed no other forgeries. Among other things he had a list of auction dealers, particularly those handling bicycles, in all the large cities of the country. It is believed that he has been sending to these dealers stolen bicycles from various points, just as he sent the three to the Kansas City dealers from this city yesterday. He also had in his possession a check of $250 from an auctioneer in Trenton, N. J., and another for $100 from a New York dealer. These checks are supposed to have been the proceeds from bicycles sent to the dealers.

In his work the prisoner has apparently found it necessary to change his name frequently, as letters were found on him addressed to Barnes, Smith, Wyland, Brown and Bennett. When arrested the prisoner had on his person over $200. The parties who suffered from his forgery operations have attached this money.

It was later learned that Barnes had also done some criminal work in Philadelphia. In that city he some time ago bought a couple of watches with forged checks. One of the watches was on his person at the time of his arrest. Barnes says that he pawned the other in Salt Lake, where, it is said, he was before he came to this city. He also stole a bicycle in Philadelphia. This wheel is now stored here.

Late yesterday afternoon the prisoner was arraigned before Judge Gordon on seven different informations. One of these charged him with forgery, and the other six with the grand larceny of bicycles, each valued at $50. The latter informations were sworn to by the following attorneys, all of whom office in the New York Life building: M. A. Hall, N. C. Platt, Charles S. Lobingier, W. A. DeBord, C. A. Goss and O. C. Olson. Barnes waived examination in each case and was held under $500 to the district court on each.

Dr. Wilcox, dentist, room 501, Brown Blk.

Lake Minnetonka and Return.

Via Rock Island Route. One fare for round trip. Tickets on sale August 21, 22, 23. For further information call at City Ticket office, 1323 Farnam st.

A. D. T. Co., Messengers furnished; baggage delivered. 1302 Douglas St. Tel. 177.

Half Rates to Lake Minnetonka and Return

On August 21, 22 and 23 the Chicago, Milwaukee & St. Paul railway will sell round trip tickets to Lake Minnetonka, Minn., and return at rate of one fare for the round trip.

City office, 1504 Farnam street.

F. A. NASH,

OMAHA SPECULATORS TAKE HOLD.

Spend the Morning Catching on to Dollar Wheat.

There was great excitement at the grain commission houses yesterday. The places were all agog over the rapid rise of wheat and corn. Not only did the grain men and other men who follow the grain market as a matter of dollars and cents drop in to watch the crop prices climb up, but a number of those who rarely dally with the fickle market became infatuated with the prospects of sudden wealth without going to Klondike, and spent the morning in the commission rooms.

The excitement was greatest when September wheat reached $1, which it did twice during the morning. It did not close at $1, however, the closing quotation being 99½ cents. It had reached the dollar mark twice during the hour just prior to the close of the market, and that was enough to satisfy many. A few minutes after closing there were plenty of trades at $1.00⅜, showing that the prospects for a high market on Monday is good.

Wheat was not the only cereal product that took a jump unto itself. September corn went up 2⅝ cents, closing at 31⅝. December corn was also away up toward the top round of the ladder, going up 3 cents in advance of yesterday's quotations. It reached 34 cents at one time and closed at 33⅝ cents.

The Union Pacific

is running Pullman Palace Sleeping Car daily, Omaha, to Colorado Springs, Col., leaving Omaha on fast mail 4:05 p. m., arriving Colorado Springs next morning 11:10.

For reservations and full information call at City Ticket Office 1302 Farnam St.

TABLES ARE TURNED ON WALDRON.

Dennis Lane Charges Ballot Box Stuffing in Jefferson Precinct.

The two factions in the republican party in Jefferson precinct are having a merry war among themselves, the weapons chosen being warrants and court proceedings. Friday morning Herman Timme, Claus Oft and C. J. Warner were arrested on the complaint of H. B. Waldron, charging them with forging signatures to a petition to the republican central committee. They were released on bonds and that night during the progress of the primaries in Jefferson precinct, Waldron was arrested by Constable McGinnis of East Omaha on a warrant issued by Justice Wilde of Clontarf precinct, based on a complaint filed by Dennis Lane, charging Waldron with stuffing the ballot box. Waldron was brought to Omaha by the constable and about 10 o'clock that night they hunted up Judge Baxter and Waldron was released on his own recognizance to appear before Justice Wilde for trial.

CIRCUS LIFE ON SUNDAY

How the Animals, as Well as the People, Observe the Day.

INTERESTING SIGHTS AROUND THE TENTS

Manner In Which the Elephants Travel and What They Do in and Out of Their Special Cars.

Sunday is proverbially a lazy day. Working people the world over, look forward to it as a day of rest, and who is it that does not mentally vow that when Saturday night comes, that he will sleep just as late as he likes on Sunday morning, just because he has the chance?

When Sunday immediately precedes circus day, however, and the long expected myriad of wonders is to arrive in town on Sunday morning, it is an entirely different matter. Then, to the average small boy and his numerous adult relatives, Sunday morning takes upon itself another aspect and every one feels it dependent or incumbent upon himself to arise early, hie to the show grounds and carry water for the thirsty camel.

Doubtless thousands of early rising citizens will see the five big trains that bear the Ringling Brothers' show from place to place arrive in the railroad yards this morning. They will see the masterly system which pervades everything there pertaining to the unloading of the show, and there will be some sights worth seeing.

In six huge stock cars will be seen the largest herd of Asiatic and African elephants ever assembled together under one management. This show announces in advance that it has twenty-five of these huge but always interesting beasts. It exhibits according to the press of every city in which the show has appeared this year, twenty-four elephants of ordinary color, and one genuine white elephant—the only one of its species ever brought to America.

The largest elephant known to exist in captivity is Old Baldy, owned by the Messrs. Ringling. An interesting sight incident to the unloading will be witnessed when Baldy comes out of the car. The other elephants walk down a heavy gang plank, which is made fast to the sill of the car door, and which leads to the ground by an easy incline. The car door is ten feet high and it makes the big elephant stoop to get under its top, as it steps upon the plank. Old Baldy is so tall and so wide, however, that he cannot get out of the door, or into it, when they load the cars, until the gang plank is taken away. Therefore, he calmly waits until all the other elephants have "walked the plank" and are grouped together awaiting the coming of their leader, when the gang plank is removed and Baldy shows his keepers how to do the trick. He drops to his knees, fore and aft and wriggles his huge body forward into the doorway until he can get his front feet out and upon the ground. The floor of the car is about five feet above the ties, but this is nothing for Baldy. Once his fore feet are on the solid ground, he draws his body forward, allowing his hind legs to drag along the car floor. Eventually—for the process is slow—he manages to get one hind foot out and the rest is easy. With trumpeting and waving trunk he steps out and ambles off at a rapid gait to join the herd. There are answering trumpets from all of the elephants and every morning, when the unloading is finished, they greet their leader in so effusive a manner as to give rise to the impression that he has been absent for a week.

WHITE ELEPHANT DEMANDS CARE.

Local feed dealers have preceded the show to the grounds and have deposited great piles of baled hay, hundreds of bags of grain of various kinds, straw for bedding and everything necessary to the comfort of the animals. A tub of finely cut carrots and turnips indicates that the happy family who dwell in the monkey's cage are to have a grand Sunday dinner. The elephants, staked out in a long line, are some of them lying down sleeping, whilst others are munching hay. Still others are scraping up dry earth and throwing it all over their backs, and upon this day no keepers appear with long-handled brooms to sweep them off. Keddah, the dainty white elephant, is staked out with the others, and blanketed with great care. A watchful attendant sits near him and watches him all the time. Underneath his blanket peep out his four legs, and through its folds about his neck protrudes his white head, wagging from side to side in that peculiar, waving motion seemingly so pleasing to these animals. He is of a bright, clear mouse color, a delicate tint of grayish white, and is kept as neat and clean as a pin all the time. Keddah, by the way, lives and travels in the finest animal wagon ever constructed. It is large and well appointed and is padded inside with sofe cushions upon all sides, so that the rough jolts of the cars, at times, may not injure him. He is the most valuable animal ever owned or exhibited by any one.

The Ringling brothers, at their winter quarters in Baraboo, breed all their own "cat animals." In one cage are four of the prettiest Nubian lion cubs ever seen anywhere. They are from twelve to sixteen months old and of a light tan color, much lighter than they will be when fully grown. The young males are just sprouting manes and appear to be proud of them. Their coats are now spotted, almost as distinctly as leopards, but by the time they are a year and a half old, these spots will disappear.

FEASTING AND FASTING.

One of the special cares is a young kangaroo. As is well known, the kangaroo is a pouch animal, and its young, after birth until they are four or five months of age, are carried in the pouch which nature has provided. Mamma Kangaroo never allows her little one to appear in public, or when there is a crowd in the menagerie. On Sundays, however, when all is still, the little fellow peeks out of his downy pouch, sees the coast clear and in an instant is skipping about as lively as a cricket. He is not more than a foot and a half high and is six weeks old. Before the summer is over he will be dispossessed, as it were, and then will have to bear the gaze of the staring public, just as the rest of his family do.

Sunday is a feast day all throughout the big show with the single exception of the carnivorous animals. All showmen have learned that lions, tigers, leopards and other beasts of their ilk, thrive better and keep in better condition if they are compelled to fast one day in every seven. The animals are used to it, and while some of them manifest a little uneasiness when 4 o'clock comes, on Sunday afternoon, they are soon over it and appear to be contented until the same hour on Monday. The monkeys have an especially good time for they get all the carrots they can eat on Sunday, and this is the vegetable they are most fond of. Bears are given bread on Sunday and eat a great deal of it. A baby cinnamon bear, that joined the show in Park City, Utah, a short time ago, refuses to eat bread, however, and therefore, like the other carnivora, goes hungry until Monday, with the exception of a pan of sweetened milk, which he laps up delightfully. The performers, all of whom travel on a special train of standard Pullman cars, have no call to visit the show grounds on Sunday. They are breakfasted sumptuously in a well appointed dining car, and are at liberty to go away and remain as long as they like, on Sunday. By 10 o'clock in the evening they will be seen wending their way to "Hotel de Ringling," as the Pullman train is known among them, and will be in their berth at a very seasonable hour, resting for the work of the morrow and the ensuing week.

THE STREET PARADE.

The street parade of Ringling Brothers' World's Greatest Shows, it is promised, will be almost entirely unique and original. Its features have not heretofore been seen in any circus street pageant and will prove not only interesting but instructive. The column will comprise thirty sections. The most noteworthy are those devoted to representations of English Derby day; a platoon of war elephants harnessed to a heavy cannon illustrating the method of the British advance into India; the separate children's parade and the Arabian caravan. The mounted cavalry band and representations of various standing armies of the world are also new features. The column will leave the show grounds, Twentieth and Paul streets, at 10 o'clock, and pass along Twentieth street to Webster street; to Eighteenth street; to Davenport street; to Seventeenth street; to Capitol avenue; to Sixteenth street; to Douglas street; to Tenth street; to Farnam street; to Fourteenth street; to Howard street; to Sixteenth street; to Cuming street; to Twentieth street and the grounds.

OWENS REPLIES TO GERALDINE.

Produces Records to Sustain His Previous Statements.

Superintendent Owens of the Department of Transportation expressed considerable indignation when he read the report of the statement made at the meeting of the Board of Directors by D. Geraldine, denying that he (Geraldine) had held the Missouri Pacific contract two weeks before turning it over to the Department of Transportation. Mr. Owens said he was prepared to substantiate his statements that Mr. Geraldine had held that contract two weeks as had been stated, and he referred to his letter books for proof of what he said.

"There is another matter about which Mr. Geraldine seems to be mistaken," continued Mr. Owens, turning to a large folio containing a number of circulars issued by various railroads. "Here is a circular," said he, picking up one of them, "which was issued by the Illinois Central railroad. It is dated June 29, 1891, and states that the rate for material switched from the tracks of the Illinois Central to the tracks of the exposition will be $1 per car on and after the date of the circular. It states, in so many words, that this charge of $1 per car is 'to cover all charges for services rendered by the exposition management on its own tracks and with its own engines.' That doesn't look as though the charge was $2 per car, as stated by Mr. Geraldine, does it?"

EXPOSITION MUST MAKE REQUEST.

Secretary Gage on Importation of Foreign Laborers.

Secretary Lyman Gage of the Treasury department, has written to President Wattles regarding the permission for the importation of Chinese laborers and artisans desired by Hong Sling, the concessionaire for the Chinese village.

The secretary encloses a letter received by him from Mr. Sling, asking permission to bring into this country 500 Chinese of various stated occupations for employment on the exposition grounds for erecting and conducting the Chinese village. Secretary Gage informs President Wattles that the Treasury department proposes to handle this matter through the exposition authorities, and gives notice that no action will be taken until a request for the admission of foreign laborers and artisans is received from the exposition management. This mater belongs to the Department of Concessions, and it is possible that no action on it will be taken until the return of Manager Reed, who is now in the east.

MEXICO PROMISES TO EXHIBIT.

Official Reply to Invitation from President Wattles.

Manager Rosewater of the Department of Publicity and Promotion has received the following from Hon. William H. Michael of the Department of State in answer by the Mexican government to the invitation from the United States and President Wattles of the exposition:

"The Mexican government wishes to accept the invitation that has been received; and will, therefore, when the regulations and papers are received, give them publicity in the Diario Official, that they may be brought to the knowledge of all persons who may wish to make exhibits; and that the government will also take part in the exposition and send an exhibit."

Switzerland May Participate.

President Wattles has received a letter from Secretary of State Sherman, enclosing copies of the correspondence had by United States Minister Peak at Berne, Switzerland, with the president of the Swiss government, regarding the exposition. The letter of the minister encloses the invitation to Switzerland and its people to participate in the exposition, and the reply of the president assures the representative of this government that he will take pleasure in placing the matter before the people of Switzerland. Attached to the correspondence is a copy of the official commercial paper of Switzerland, containing the official announcement of the Swiss government to the people regarding the exposition.

Governors Become Interested.

Letters have been received from the governors of South Dakota and Idaho by the Department of Publicity and Promotion regarding the promotion of the exposition in their states. Governor Lee of South Dakota writes that he is interested in the matter and will lay it before the people of his state at an early day. He expresses the opinion that South Dakota will be represented in a creditable manner, notwithstanding no state appropriation was made for the purpose. Governor Steunenberg of Idaho writes that he will consult with Vice President Shawhan of Payette, Idaho, and will try and stir up a sentiment favorable to making a good exhibit.

An Exhibit from Utah.

Lewis W. Shurtliff of Ogden, Utah, vice president for the exposition and chairman of the Utah Exposition commission, was in the city yesterday on his way home from an eastern trip and was in consultation with the exposition authorities regarding space for an exhibit to be made by Utah. He said the mineral resources of Utah would probably form a prominent feature of the exhibit, and that the agricultural resources would not be neglected, material for that portion of the exhibit being now collected from all parts of the state. He also stated that the Bear River Canal company, one of the largest irrigation concerns in the state, would put in an exhibit showing a model irrigated farm.

Notes of the Exposition.

F. W. Brewer, professor of biology and curator of the museum of the Utah Agricultural college, makes application to the Department of Exhibits to be placed in charge of the hygienic and sanitary exhibits of the exposition. He says he held the same position at the World's fair.

Commissioner Hodgins writes from Ohio that he is meeting with encouraging success in that state in securing exhibits and in arousing public interest in the exposition. He encloses the application of the Case Manufacturing company of Columbus, O., for 2,000 feet for an exhibit of flour mill machinery and supplies.

George Kincaid of O'Neill, Neb., who was appointed commissioner for the exposition to Alaska, and who started for that territory, writes to the Department of Exhibits from his home at O'Neill that he was unable to reach Alaska on account of the rush of people to the Klondike region, and was obliged to return. He says he will make another start in the spring.

THE WABASH FOR BUFFALO.

G. A. R. Encampment.

LESS THAN HALF FARE.

For rates, time cards and all information regarding the Wabash Line from Omaha or Chicago, call on agent of connecting line or at Wabash office, 1415 Farnam St. (Paxton hotel block), or write

GEO. N. CLAYTON,
N. W. P. Agt., Omaha, Neb.

Smelter Company Files a Bond.

Twenty-seven cars of ore were received at the customs office during the past week for the smelter. It is expected at the customs office that this will be the last ore upon which duty will be paid at this port. The Omaha and Grant Smelting company filed a bond yesterday for $50,000 for a warehouse. This bond will have to be forwarded to Washington for approval, after which all lead ore received by the smelter will be kept in bond and shipped out of the country.

Spirit Lake Sleeper to Be Discontinued

The line of sleepers between Omaha and Spirit Lake will be discontinued, north bound leaving Omaha 6:15 p. m., Monday, August 23; south bound car leaving Spirit Lake Tuesday, August 24th.

PANTORIUM

ITHACA MAN IS MISSING

Agent for B. & M. Railroad at that Place Mysteriously Disappears.

HIS ACCOUNTS FOUND TO BE ALL RIGHT

After Balancing Books He Gives the Cash to His Wife and Has Not Since Been Seen.

Another Nebraska man has disappeared, leaving not the slightest trace behind him. Burlington officials in this city are all excitement over the sudden and mysterious disappearance of Louis L. Roy, operator and station agent of the B. & M. at Ithaca, Neb. So far as is known he has not been seen since 11 o'clock on Thursday night, and up to date all search has proved utterly fruitless.

Columbus Hardy of the auditing department of the B. & M. and John O'Donald of the auditing department of the Adams Express company returned to Omaha yesterday from Ithaca, where they had been since Friday morning. After a thorough examination of Roy's books, accounts and cash of each company the two auditors state that there is not a penny of shortage in any account and that every account is in satisfactory condition. All the books were balanced at 5:30 o'clock on Thursday, and the money left behind corresponds with the amount called for by the various balances on the railroad and express books.

In speaking of the case yesterday Mr. Hardy said: "It is one of the strangest cases of disappearance I have ever known. No trace whatever can be found of the missing man, and no cause for his disappearance can be learned. The last seen of him was on Thursday night at 11 o'clock. He was then helping to load a car of stock on the freight train bound for Ashland. After the car was loaded, he sealed it, and then went into the ticket office and put away the seals. He closed up his office, put out the lights, but instead of going upstairs to his home above the station, he went around the other side of the freight train. That was the last seen of him. The train men state that they are positive that he did not get on the train. All the cars were closed and sealed, and none were shown to have been opened at the end of the run. At the next station the train stopped to do some switching, but the missing man was not noticed about there.

SPECULATION AS TO CAUSE.

"He had been in poor health a few days prior to his disappearance, and that night while loading the train complained to one of the trainmen that his head hurt him very much. Superintendent Bignell has sent his description all along the line, and the station agents everywhere are looking for him, but so far there is no clew.

"One theory entertained by the people at Ithaca is that he was kidnaped. A short time before 11 o'clock that night the people of the town heard a team of horses drawing a light carriage dash through the place. It was on a mad run, and some of the people profess to have heard it stop near the railroad station. This theory is that there were two men in the carriage, that they stopped and picked up Roy and carried him away into the country, believing that he would have the money belonging to the office about his person, as he had closed the office up and never left the cash in there over night.

"As a matter of fact, Roy did not have a cent with him. Before going out to help load the train he had carried the money of the office upstairs and given it to his wife. If he was kidnaped the men who carried him away never got a cent for their trouble because he was entirely without money.

"The people of Ithaca and the entire vicinity are greatly excited over the matter. There was no business transacted there yesterday at all. All the stores closed, and everybody turned out to look for the missing station agent. The fields and the creeks near there were all searched, but disclosed no trace of him. The railroad track for quite a distance has also been gone over, but nothing has been found to indicate that he met with any accident there. Roy was well liked by the people there. He was sober and industrious and enjoys a good reputation. He has a wife and one child, and his domestic relations have always been most happy. He has been in the employ of the Burlington railroad for ten years. He was formerly station agent at Vista, later at Bellevue, and was then at Garrison. He has been stationed at Ithaca about two years. He is 27 years old, five feet, eleven inches in height, is dark complexioned, has brwn hair and a slight mustache and was dressed in ordinary working clothes. His description has been sent all over the country, and every effort will be made to find the missing man.'

Hamilton Warren, M. D., electric and magnetic physician; special attention to diseases of women and children and all obscure and long-standing diseases. 119 N. 16th st., R. 2.

Monarch wheels, best of all; prices greatly reduced. Hubermann, 13th and Douglas.

Music at Riverview.

The following program will be rendered by the Seventh Ward Military band at Riverview park this afternoon. The concert will commence promptly at 2 o'clock.

PART I.

March—Ye Boston Tea Party.....Pryor
Dance—American .....Berdix
Overture—Siver Bells.....Schlepegrell
My Angeline (colored) .....Johnson

PART II.

Selection—Marltana .....Wallace
Village Bells (characteristic).....Robinson
Valse—Sobre Las Olas.....Rosas
Petrol—The Blue and Grey.....Dalbey

PART III.

Two Step—Arrah, Go On (introducing Yovetee .....DeWitt
Czardas—Hungarian Theme.....Brahms
Medley—Selection (southern plantation songs) Ar.....Conterno
March—El Capitan (by request).....Sousa

Paving Case Goes Over.

Yesterday at 10 o'clock was the time set for the hearing of the case in which William Von Dohren and a number of other farmers living along the Center street road sought to enjoin the county commissioners from expending the money remaining in the road improvement fund for the extension of the paving on the Military road. Neither the plaintiffs nor their attorney was present in court when the case was called, and Judge Scott set the case for hearing at 10 o'clock Monday morning.

More Claimants for Davis Millions.

ATLANTA, Ga., Aug. 21.—Two claimants to the Davis estate now in litigation in San Francisco have appeared here. They are Harry E. Davis, a young business man on Whitehall street, and his sister, now Mrs. W. Hillyer Ransdale. Their father, William H. Davis, came from Harrisburg, Pa., to Atlanta and they claim that he was a brother of Jacob C. Davis the California millionaire. The Atlanta Davis have employed counsel to prosecute their claim and propose to make a vigorous fight for a share in the big estate.

Robbers Shoot a Cashier.

SHEPHERD, Mich., Aug. 21.—Elmer E. Struble, cashier of the Farmers bank, was shot this morning by robbers and cannot live. He was getting ready to go to Mount Pleasant about 4 o'clock and was in the vault when the shots were fired. All the cash in the bank was taken but the amount is not known.

CONTRACT WITHOUT PROFIT.

Bid for Paving Farnam Street About the Lowest on Record.

Friday, when the Grant Paving company submitted its bid of $1.44 9-10 cents per yard for paving West Farnam street, Omaha came very close to making the world's record on cheap paving. As it is there is only one instance known in which this price has been beaten. That was during a bitter competition in Chicago when one bid of $1.39 was made.

One effect of Friday's bidding is to thoroughly justify the contention of City Engineer Rosewater that much cheaper paving could be secured under the new specifications than under those which were previously in force. The price at which Farnam street will be repaved is 20 cents lower than any previously known in Omaha on sheet asphaltum, and it affords substantial encouragement to the property owners in other districts in which new pavements are contemplated.

A critical examination of the bids on asphalt shows that in spite of the very low price at which the contract will be let, the competition was very close. The value of the contract is approximated at $56,000, but the difference in cost as between the bids of the Grant Paving company and Hugh Murphy is only $400. Murphy was 4 1-10 cents higher on the straight bid, but he was sufficiently low on extras to bring his aggregate bid very nearly down to the winning point. The result of the competition is especially gratifying to the South Sixteenth street people, who have been very much disgruntled because Hugh Murphy's bid of $1.65 on that street was knocked out on account of a defective petition. They have feared that they would not get another bid that would be equally low, but now that another big slice has been knocked off the price they are satisfied that they will get their street paved at a figure even lower than the old bid. Ferdinand Streitz, who has taken the lead in the South Sixteenth street matter, was delighted when he heard the bids Friday, and yesterday he started out bright and early with a petition for asphalt. The Board of Public Works will open bids on this street September 3, and City Engineer Rosewater is confident that there will be fully as close competition as that on Farnam street.

Mr. Rosewater has contended that Farnam street would be paved at less than $1.50, but up to the time the bids were opened very few others were equally sanguine. But now that his prediction has proven well founded, there is a disposition toward more activity in other districts. Mr. Rosewater himself admits that he does not expect that the present prices will be permanently maintained. He says: "When the cost of maintenance and of keeping an expensive plant in operation for that purpose is considered there is no profit for the contractor at such figures. Under the new specifications the city will be able to maintain the price of original paving on suburban streets where the pavements consists of eight inches of broken stone, one and one-half inches of asphalt binder and one and one-half inches of asphalt at from $1.50 to $1.75 a yard, but on main streets where more expensive specifications are used present prices cannot continue. It is consequently economy for the proprety owners to take advantage of the present competition to have as many contracts let as possible this year, and with the various companies offering to lay the pavement at cost there is no excuse for the refusal of property woners to repave streets that have become a disgrace to the city."

WOULD RATHER RISK THE COURTS.

Kansas Roads Will Ignore Railroad Commissioner's Order.

The railroads of Kansas will adhere to the agreement recently made among transmissouri railroads to charge for the shipment of livestock by weight instead of by carload. They will ignore the order of the railroad commissioners of that state, which is to the effect that the operation of the new rule for rates according to cents per 100 pounds instead of dollars per carload must be postponed till after the reasonableness of rates by cents per 100 pounds be demonstrated to the satisfaction of the commissioners, a bearing on the matter to take place at Topeka on September 21.

The officials of the freight departments of the railroads in Kansas have consulted since the meeting at Topeka on Thursday, and have decided that they would rather take chances with the courts than to revert to the old custom of basing rates by dollars per carload. This fact was admitted by several prominent freight officials of lines operating in Kansas here yesterday. They believe that the new rule to charge stockmen for every pound of stock shipped instead of according to the number of cattle that can be crowded into a stock car, is a fair one. They say they have put it in the new rates of cents per 100 pounds after several years' study of the matter and propose to keep them until forced to abandon them by the highest courts.

Speaking of the subject yesterday, a freight official of a leading western railroad said: "In calculating the effect of the conversion of live stock rates from dollars per carload to cents per 100 pounds, stockmen are too apt to overlook the fact that the thirty-foot car is the standard car. Nearly every stockman who is arguing against the rates by weight has drifted to the opinion that the thirty-six-foot car is a standard. This is not so today, nor ever has been. In converting the rates from dollars per carload to cents per 100 pounds the old basis (thirty-foot cars) was used, which fact necessarily removes much of the advantage of the thirty-six-foot cars. Any rate in cents per 100 pounds does of itself remove part of the advantages derived from the use of the thirty-six-foot cars. In the case of the thirty-six-foot cars six feet more room in each car, or 20 per cent more space, has been allowed for 10 per cent additional in the rate. Now this advantage is done away with and there is complaint from the stockmen."

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Picnic Postponed.

The Transmississippi Exposition Athletic and Concert Co.'s excursion to Lincoln, announced for Sunday, August 22, has been postponed.

What is a Plaster?

That depends on the kind of a plaster—There are many kinds—plaster on the wall—Allcock's Porous Plaster—plaster on a house—plaster on one's business—which means it's owned by some other f