

ZOLA IN THE DOCK

Being Tried for His Critics of French Public Officials.

CONSIDERABLE INTEREST IS SHOWN

Hundreds of People Anxious to Secure Admission.

SUPPRESS DEMONSTRATIONS IN COURT

Several Witnesses in the Case Refuse to Testify.

SCENE EXCITING SCENES TAKE PLACE

Prosecution Announces Inquiry Will Be Continued to Prisoner's Comment on Esterhazy Trial.

PARIS, Feb. 7.—The trial of M. Emile Zola and M. Perroux, manager of the Aurora, who are being prosecuted by the government as the result of a letter which the novelist caused to be published in the Aurora in December last, strongly reflecting upon high officials connected with the Dreyfus case, opened today in the assizes court of the Seine. M. Zola was represented by M. Laborie and M. Perroux was defended by M. Clémenceaux. The most keen public interest was manifested in the case. Hundreds of people surrounded the court, anxious to gain admittance. The police measures taken to insure order were most rigorous.

The crowds increased in number all the morning. The arrival of Henri Rochefort was the signal for shouts of "Vive Rochefort" and counter cries of "Abas Rochefort." Turning in the direction of the hostile cries, M. Rochefort shouted: "I would see that the four of you at 5 francs apiece, the Dreyfus syndicate will not be ruined."

M. Zola, who arrived in a carriage shortly afterward, was greeted with vehement shouts of "Cosquus, Zola!" (Spit upon Zola).

FRIENDS SUPPRESSED. An individual who shouted "Vive Zola" was promptly hustled and suppressed. The proceedings commenced at 1 p. m. under the presidency of M. Delagrègne, who announced that the court would be cleared if there was any demonstration. Although the court was thronged, quiet was maintained, owing to the knowledge that a company of republican guards had been placed at the disposal of the judge to preserve order.

While the jury was being selected, M. Zola entered the dock. He was pale. A few cries of "Vive Zola" were promptly suppressed by the vigorous protests of the majority of the audience.

After the reading of the indictment the advocate general explained that the charge was strictly limited to the passage in M. Zola's letter denouncing the Esterhazy court-martial.

Continuing, the attorney general said it was imperative to prevent the proceedings from wandering, and "thus playing into the hands of the accused, whose aim it is to get a revision of the Dreyfus affair by a circuitous route."

The court decided to allow the accused to call evidence in support of other charges contained in his letter, including the accusations which he made against Colonel Paty de Clam and Generals Mercier, Boledeffre, Billot and Pellieux.

DECLINES TO TESTIFY. M. de Leogrove read a number of letters of excuse, including one from the minister of justice, M. Dartol, announcing that the minister for war, General Billot, had not received the authority of the cabinet to testify. M. de Leogrove also read a letter from ex-President Cassimir Perier, saying he could not testify, except as to facts subsequent to his presidency.

Colonel Paty de Clam was then called and refused to testify. M. Laborie urged the importance of his testimony, adding that unless the court ordered the witness to testify he might be compelled to demand an adjournment until the next sessions. Counsel also said he was not prepared to oppose a secret trial, if it was absolutely necessary. But, continued M. Laborie, the allegation that the matter they were discussing was connected with state secrets and the national defense was a mere joke. The advocate general thereupon protested against the national defense being called a joke, to which M. Laborie hotly replied that he would permit no one, not even the advocate general, to cast suspicion upon his patriotism. (Cheers.)

Addressing the jury, M. Laborie said: "The proof we wish to show you is so striking that our opponents are making efforts to prevent its becoming known. Nevertheless, if it is necessary, I will declare it alone, without witnesses. If I fall, Dreyfus will remain in the galley, where he was placed by a law expressly made for him." (Violent protest.)

ESTERHAZY PERSECUTES HER. M. Laborie insisted that the judges of Dreyfus should give evidence and that Madame Boudouy, whom Zola had summoned but who has declined to appear on the ground of ill health, should also testify, urging that she be allowed to appear if necessary. Counsel also said that Mme. Boudouy, in addition to the notorious Hunan letter, possessed others from Major Esterhazy, outrageously insulting the French army, which had not been published. M. Laborie further contended that Major Esterhazy was persecuting Mme. Boudouy in order to prevent her from surrendering the letters.

Counsel for the Aurora supported M. Laborie's request for the appearance of Mme. Boudouy, and urging the court to obtain a verification of her alleged ill-health.

Later on M. Laborie insisted that the deposition made before the examining magistrate be read in court. This was opposed by the attorney general on the ground that the examination was not concluded.

court-martial refusing to testify. M. Zola wrote up in the dock an indignantly cried: "We must know if those persons are acting under the orders of the minister of war or of their own volition."

General Boledeffre was then called and claimed exemption on the ground of professional secrecy, whereupon M. Laborie shouted: "One would really think all these officers imagined they form a separate caste, above all rights, and they are totally exempt from the laws and the respect due to justice."

The court then ordered a short adjournment until 4:30 p. m. in order to allow M. Laborie to draft his argument.

DEMANDS THAT WITNESSES TESTIFY. On the resumption of the hearing M. Laborie made a speech demanding that the witnesses be ordered to attend and testify. Counsel for M. Zola deposed with the court witnesses requesting the court to order the subpoenaed witnesses to appear.

Regarding Colonel Paty de Clam the application charges him with illegal acts in the Dreyfus and Esterhazy affair, and claims that if these acts are proved in court the good faith of the accused will be demonstrated. Therefore Colonel Paty de Clam should be compelled to testify, or, without prejudice to the right of the appellants, counsel has the honor to request the court to order the latter sessions if necessary.

M. Laborie further affirms that he is prepared to show that the letters which Colonel Paty de Clam alleges "the veiled lady" sent him, prejudicing Colonel Picquart, emanated from one of Colonel Paty de Clam's own friends and not from Colonel Picquart. Counsel is willing that Colonel Paty de Clam's evidence be given behind closed doors if necessary.

There is another application calling for the appearance of Generals Mercier and Boledeffre and others. It declares that they have no right to absent themselves on the plea that their evidence is not necessary, as that is for the court and not for them to decide.

M. Laborie, in his application for a subpoena for Mme. Boudouy, says: "The appellants have ascertained that Comte Esterhazy has the written her, mentioning her death should she surrender the documents, with the result that Mme. Boudouy has left her home and concealed her new address. As the aforementioned documents have a direct bearing on the present case the appellants ask also that an officer of the court be sent to impound all telegrams and letters from Comte Esterhazy in the possession of Mme. Boudouy."

The court postponed decision until tomorrow and the case was adjourned.

It is reported that a large crowd from assembling around the court, but the corridors of the court house were packed with people warmly discussing the trial.

On the conclusion of the proceedings, as General Gense, who was present in the court room in full uniform, emerged accompanied by an orderly, he was greeted with shouts of "Vive France," and a number of people followed him cheering until the police dispersed them.

M. Zola conferred with his counsel, M. Laborie, for half an hour, in a private room and then left by a private staircase and emerged through the porter's lodge, but he was recognized as he drove away. The crowd was divided, some cheering the novelist and others denouncing him.

The hearing of the case was adjourned at 5 p. m. There were no sensational incidents.

MANY NOTABLES PRESENT. It was a day of considerable emotion but scanty progress. M. Scheurer-Kestner and M. Mathieu Dreyfus were conspicuous in court, and in the audience were several notable people and many women, especially actresses, most of whom were provided with sandwiches and bottles of wine.

Mme. Zola, who was seated at eight feet from all parts of the world, offering sympathy and congratulations. One from Belgium bore the signatures of 1,000 legal and literary celebrities, and signed by a group of Roman Catholic priests, said: "Viva la justice."

M. Zola, who was quite calm, asked the barrister: "What is the maximum penalty to which I am liable?"

On being told that it was six months' imprisonment he smiled and said: "If I truth could but merge from this trial I would willingly take six months more."

Maitre Laborie, who bore the brunt of the day's discussion, is a blonde, tall, slim, typical Gal, only 28 years of age, and one of the youngest and most brilliant Parisian advocates. His eloquence extorted applause even from his adversaries, and produced a profound impression.

The proceedings at the present stage are to present it as a matter of course. Nevertheless, if it is necessary, I will declare it alone, without witnesses. If I fall, Dreyfus will remain in the galley, where he was placed by a law expressly made for him." (Violent protest.)

DEAD HEAT INTO DENVER

Rival Trains Arrive at Colorado's Capital at the Same Time.

EXCITING RACE FOR FIFTY-NINE MILES

Successful Ending of the First Trip of the New Fast Trains Over Nebraska's Plains.

DENVER, Feb. 7.—(Special Telegram.)—In fewer hours than it once took days the trip from the Missouri river is now accomplished in luxury and ease. The restoration of the Burlington flyer from the lakes to the mountains is the agency through which this almost modern miracle is accomplished.

This initial trip has not only established the nature of the race between the rivals for the business which the return of prosperity has made possible. It has been most auspicious and while there has been no great crowd on board, the business has been such as gives the passenger men justification for the effort made. The careful though hasty preparations were sufficient to provide for the comfort of all, the only inconvenience having been experienced by the officials, who have not yet thoroughly worked out the details from start to finish. The schedule time has been easily made and station after station has been passed minutes before the time called for on the card. It is the expression of the officials on board that the time could easily be made an hour quicker. Trainmaster Kenyon accompanied the train from Hastings to Akron, making sure that all was well. Assistant Superintendent Highland and got on at McCook to ride to Denver. His services were needed no more than those of a passenger, apparently.

The closing stretch of the run was somewhat exciting. Fifty-nine miles out from Denver the smoke of the Union Pacific flyer was sighted, indicating that it, too, was on time and from there to the depot the racing trains sped on abreast. Twelve miles from Denver the trains were in full sight of each other, and then came the race to the crossing. Here the passengers took part and were turned from books to window to watch the Union Pacific train as it swept along black against the white background of the snow-capped Rockies. There was but one thought—will be first to the crossing. It was a dead heat. The signal was turned on the Burlington and the Union Pacific train shot over. Six minutes further to the depot renewed the race and a dead heat is the decision.

ON THE UNION PACIFIC SPECIAL.

Train Rushes Over the Nebraska Prairies Like the Wind.

DENVER, Colo., Feb. 7.—(Special.)—The initial fast train of the Union Pacific-Northwestern company arrived in Denver this afternoon at 1:21 p. m. amid the hurrahs of several hundred people who had gathered at the depot. At 1:30 Sunday morning the flyer left Chicago and was scheduled to reach Denver at 1:30. It was nine minutes ahead of time when the handsome train came to a standstill at the Union depot. General Manager E. Dickinson leaped from the train, Engineer George Hockenberger leaped from the cab window and meekly shouted "getting in ahead of time." "I just couldn't help it," he explained with cap in hand, "the time was slow." The general manager dismissed him with a mild rebuke about not running exactly on time. But it was not such slow time. The run from Chicago to Denver, 1,015 miles, had been completed in exactly twenty-eight hours and twenty-eight minutes, the fastest time ever made by a regular train between those two points. It was not a very light train either, for the great engine pulled the heavy Nebraska prairies at the rate of fifty-five miles per hour, frequently attaining much greater speed. From Omaha to Julesburg the train consisted of the heavy buffet-limber car, two Pullmans and a chair car. From Julesburg to Denver the diner was an added weight of several tons. For all this the great passenger locomotive kept ahead of schedule time from three to ten minutes throughout the trip. The ease with which the time was made with cap in hand, experienced by the passengers caused General Manager Dickinson to remark to Master of Motive Power McConnell as the train was reeling off its last 100 miles: "The only mistake we have made is in not cutting this time down two more hours. We can do it and we will." This was the sentiment of all the railroad men aboard.

Much praise was reserved for Engineer Hockenberger, who made the most difficult part of the run. As the last hour of the time was approached and the smoke of the city could be discovered the company officials aboard the flying train manifested much anxiety as to whether the engineer would drive his machine fast enough. A dozen watches and many schedules were held together, while the swiftly disappearing telegraph poles were critically examined to determine the exact time made. When at last the city limits were reached several minutes ahead of time, all anxiety disappeared and smiles of satisfaction were general.

The prettiest part of the run from Omaha to Denver was from the Missouri river to Grand Island, 153 miles. Engineer Clawson of Omaha held the throttle. He went up the grade out of Omaha at the rate of thirty miles an hour. Through the suburbs of the sleeping city his engine was puffing at the rate of forty miles an hour. Thirty minutes later the train rushed through Valley the indicator showing fifty-eight miles to the hour. When Fremont was reached Clawson was calmly forcing the engine along at the moderate speed of seventy-four miles to the hour. Then he was temporarily ordered by one of the superior officers to stop his running, as the train had all night to reach Denver. It was estimated that had that time been kept up Denver would have been reached ten hours ahead of time. Clawson had been told that if he made time on the initial trip he could have the Colorado special as a regular run. He got the job. The weight of the train and engine was 350 tons.

ENGINES TOOT A LOUD GREETING.

Northwestern's New Train Arrives in Chicago Ahead of Time.

CHICAGO, Feb. 7.—The "Chicago special," the new fast train from Denver over the Union Pacific, Denver & Gulf, the Union Pacific and the Chicago & Northwestern railroads, finished its first trip two minutes ahead of schedule time, and when it pulled into the Northwestern station at 8:43 o'clock this evening, all the engines in the yard tooted a loud greeting.

The full of 1,062 miles from Denver to Chicago was made in twenty-eight hours and thirteen minutes, and officials of the three lines over which the train is routed, say the running time can be cut from one to two hours if desired. No serious hitch occurred

STOCKMEN ARE UP IN ARMS

South Omaha Dealers Claim They Are Discriminated Against.

ARE DISPLEASED WITH AYER'S RULINGS

Charge that His Interpretation of the Rules Sends Cattle to Chicago that Should Stop in Nebraska.

WASHINGTON, Feb. 7.—(Special Telegram.)—The South Omaha Stock Yards people are up in arms against Doc Ayer, of the Bureau of Animal Industry, charging him with unjust discrimination in his interpretation of rules, thereby sending to Chicago cattle that if nothing like a fair deed were given would be unloaded at South Omaha. John A. McShane, general manager of the stock yards, is in the city and had an interview with Secretary Wilson today in regard to Ayer's construction of existing regulations, stating among other things that owing to a more liberal interpretation of the rules by those in charge of the bureau of Animal Industry at Chicago, that city has been reaping the benefit of hundreds of head of cattle originally designed for South Omaha.

BOTH TRAINS DOING THEIR BEST.

Race Between the Union Pacific and the Burlington.

The new east and westbound trains of the Northwestern-Union Pacific and the Burlington made the trip between Chicago and Denver on schedule time and without the occurrence of any noteworthy incidents. The Colorado specials of both the Union Pacific and the Burlington pulled out of the Omaha union depot Sunday night promptly at 11:55 o'clock, with everything about the equipment from headlight to rear signal lights in excellent condition. Both trains were well filled with merry parties of rail road officials, some prominent shippers and press correspondents. Dispatches received yesterday morning indicated that all the trains were running about fifty miles an hour.

A dispatch to The Bee from Julesburg, Colo., at 8 o'clock a. m. yesterday had this to say regarding the Denver special of the Union Pacific. The initial train of the Union Pacific made an extraordinary run from Omaha to this point from midnight, when the special left Omaha, until 8:30 this morning, when the train steamed into Julesburg. Not a thing occurred to interfere with the lightning time progress of the Denver special. Every station was made exactly on time, the actual running time throughout the night was fifty-five miles per hour, though much faster at times.

The start was made from Omaha with a full train, including two palace cars, buffet, library car, chair car and baggage combination. The 372 miles were made in nine hours and ten minutes. Conductor W. W. Keen of Omaha carried the train to this point.

Engineer Clawson of Omaha was at the throttle when the signal for departure was given and as he descended from his engine cab at Grand Island he said that no difficulty had been experienced in making the run and that twice the time could be made with the equipment of the Union Pacific, with perfect safety to the passengers of the special train now being operated by that company. When the train left Omaha there were two full palace cars of passengers, most of whom were taken aboard at Julesburg.

At Omaha General Manager Dickinson, Superintendent of Transportation Buckingham, General Superintendent Nichols, Superintendent of Motive Power and Machinery McConnell, Assistant Superintendent Sutherland, A. Darlow of the passenger department, were the Union Pacific railroad officials who boarded the train for Denver. Edward Porter Peck and many other prominent representatives of Omaha, General Agent Kuhn of the Northwestern and a number of newspaper men were also of the party, in addition.

A dispatch from Missouri Valley, Ia., says: The Chicago Special, the new fast train from Denver over the Union Pacific, Denver & Gulf, the Union Pacific and the Chicago & Northwestern railroads, reached Omaha at 7 o'clock this morning on time. The train ran the 562 miles from Denver to Omaha in fourteen and one-half hours, allowing for one hour's difference of time. The first thirty miles out of Julesburg over the Union Pacific were run in thirty minutes, and this running time was equalled, if not exceeded, on other parts of the road. At Council Bluffs the train passed to the tracks of the Chicago & Northwestern, and it was boarded there by a party of Northwestern officials.

A dispatch from Boone, Ia., says: "The Union Pacific's new Nebraska train, which started from Denver reached Boone, Ia., Northwestern division headquarters, at 11:30, three minutes ahead of time. A large party of Iowa newspaper representatives are on board as guests of the Chicago & Northwestern company, which is represented by the following officials: C. A. Cairnes, assistant general manager; John Shearon, superintendent of dispatching services; H. Gable, traveling passenger agent; R. H. Ashton, division superintendent, and W. O. Linton, assistant division superintendent. Samuel Hutchinson, assistant general passenger agent of the Union Pacific, accompanies the party of Colorado newspaper men from Denver to Chicago. Division Superintendent Ashton said today that in his opinion the scheduled time of the train could be reduced an hour and a half if desired and another hour could be saved by using cut-offs.

Postmasters were appointed today as follows: Nebraska—Lander S. Callaghan, at German, Seneca county, vice C. E. Haas, removed, and John W. Smith, at Stratton, Hitchcock county, vice William J. Gibbs, resigned.

A new postoffice in the Third Nebraska district, to be known as Donovan, will shortly be established, with John H. Costello, a populist, as postmaster, no Republican being found who would take the place.

OMAHA POSTOFFICE.

Representative Mercer said today that he had failed to receive any information from the Postoffice department that in all probability the work on the Omaha postoffice would not be completed until about March 7, but that by crowding the work it might be finished about February 28. This information was sent to the Postoffice department by the Treasury department. Senator Thurston will tomorrow see the treasury officials with a view to expediting the work so that the transfer from the old to the new building may be made as soon as possible.

Senator Allen succeeded in passing his bill for the relief of Emanuel Schamp of Lincoln through the senate today. Senator Thurston presented a protest of citizens of York against the passage of the Nebraska Beet Sugar association in opposition to the annexation of Hawaii. Allen presented a petition of citizens of Chardon against the passage of the bankruptcy bill. Senator W. M. Wetherald of Hebron, one of the republican leaders of south central Nebraska, is in Washington, the guest of Assistant Secretary of War McKelzhoo. There has been a row stirred up over the postmastership at Hebron that Wetherald thought it advisable to look after, hence his visit here.

Improvements at Atlantic.

ATLANTIC, Ia., Feb. 7.—(Special Telegram.)—Superintendent McFarland of Chicago, Carroll Wright of Des Moines and George Gook of Davenport, representing the Chicago, Rock Island & Pacific railway, were here today.

MOONSHINERS THREATEN A RAID.

Want Revenge for the Arrest of Their Comrades.

LITTLE ROCK, Ark., Feb. 7.—An uprising of moonshiners is threatened in the mountain district of Cleburn county and the United States authorities have been appealed to for assistance to protect the law-abiding citizenry from the lawless element, whose chief occupation is the unlawful manufacture of whiskey, and who are brought about by a raid made last week by deputy United States marshals.

Internal Revenue Collector H. L. Remmel this afternoon received the following telegram from John T. Hicks, prosecuting attorney at Searay, Ark.: "Threatened uprising of forty men near Hiram, Cleburn county, caused by recent raids. Send force tonight sufficient to protect citizens. Very important."

THE BEE BULLETIN.

Weather Forecast for Nebraska—Threatening; Southerly Winds.

Page 1. Zola's Trial Opens in Paris.

Page 2. Fast Trains Complete Their Initial Runs.

Page 3. News from Nebraska's Capital.

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Page 5. Editors Visit the Exposition.

Page 6. Council Bluffs Local Matters.

Page 7. League of American Women.

Page 8. School Board Will Meet with Falls.

Page 9. Brighter Skies in the East.

Page 10. Commercial and Financial News.

Page 11. Significant Statements.

Page 12. Yarus Spoken in the House.

Page 13. Moonshiners Threaten a Raid.

Page 14. Want Revenge for the Arrest of Their Comrades.

Page 15. Little Rock, Ark., Feb. 7.—An uprising of moonshiners is threatened in the mountain district of Cleburn county and the United States authorities have been appealed to for assistance to protect the law-abiding citizenry from the lawless element, whose chief occupation is the unlawful manufacture of whiskey, and who are brought about by a raid made last week by deputy United States marshals.

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Collector Remmel replied as follows: "Collector has authority to employ anyone to assist you, but have wired the commissioner of internal revenue the situation. If the sheriff cannot handle the case, why not call upon the governor?"

Last week was an unlucky one for Arkansas moonshiners, and the revenue officers did much good work. As the result of two well planned and executed raids, seven men were captured and five illicit distilleries destroyed.

Forty miles northwest of Searay, in the mountains of Cleburn county, is a postoffice known as Gin. Gin is located in a territory infested by illicit distillers who have hitherto enjoyed immunity from the interference of revenue officers. But Rallding Deputy J. T. Burris planned to throw a bombshell into their camp. About ten days ago he disguised himself as a rough mountaineer and went into the vicinity to familiarize himself with the situation.

Returning to Little Rock Mr. Burris perfected the details of the raid, secured his posse and late last week left for the scene. The posse consisted of seven or eight brave men. They reached the neighborhood of Gin about 4 o'clock Sunday morning and concealed themselves near the stills. When the moonshiners appeared the officers pounced upon and captured them, giving them no opportunity to escape. Five men in all were arrested. One man was destroyed to make 15000 gallons of whiskey.

The prisoners were brought to Little Rock and landed in the state penitentiary for safe keeping. It is now said the friends of the five men arrested will cause trouble. Very few people live in the vicinity except those engaged in moonshining, and if the trouble is as serious as seems to be indicated by the telegram from Prosecuting Attorney Hicks, it will take a large force of men to cope with the moonshiners, as the country is very mountainous and full of ravines.

TOURISTS TO REACH HOME TODAY.

Commercial Club Praises About Done.

POTEAU, I. T., Feb. 7.—(Special Telegram.)—This was a lively day for the Commercial club tourists, fifteen of whom got left at Shreveport. They were rounded up by the natives and sent on the regular train which caught the special at Texarkana. The party took Texarkana with cheers, which brought out the natives of two states. The tourists made details of the raid, secured his posse and late last week left for the scene. The posse consisted of seven or eight brave men. They reached the neighborhood of Gin about 4 o'clock Sunday morning and concealed themselves near the stills. When the moonshiners appeared the officers pounced upon and captured them, giving them no opportunity to escape. Five men in all were arrested. One man was destroyed to make 15000 gallons of whiskey.

SAYS THE LAW DOES NOT APPLY.

Employees in the Civil Service Can Be Removed.

TRENTON, N. J., Feb. 7.—Judge Andrew Kirkpatrick rendered a decision in the United States court today dissolving the temporary injunction granted by himself some time ago restraining Internal Revenue Collector Moffett of Camden from removing three democratic deputies.

COLETT ASKS TO BE REINSTATE.

Desires to Accept a Call from His Old Congregation.

PHILADELPHIA, Feb. 7.—The Presbytery of Philadelphia, in secret session, today considered the application for reinstatement made by Rev. Lawrence Collett, who was suspended by the presbytery five years ago for sustaining Dr. Briggs in his alleged heresies.

DECEASED REFUSES TO OBEY ORDERS.

Solvent Institution Is Closed by the State.

TOPEKA, Kan., Feb. 7.—John W. Bredenthal, state bank commissioner, revoked the license of the Westernland State bank today. It is the first time in the history of the state that a solvent bank has been closed in this way. It was done under the state law of 1897, which authorized the revocation of the license of a bank refusing to obey the orders of commissioners.

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Bank Refuses to Obey Orders.

A brother of the woman has offered \$100 for each of the robbers, and it is thought the county commissioners will offer \$400.

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TWO MEN SHOT DEAD

Missouri Farmer Loaded with Whiskey Used Revolver with Deadly Effect.

MERCHANTS DUN HIM AND HE RETALIATES

Pulls His Gun and Murders Them in Their Store.

ONE OF THE VICTIMS DIES INSTANTLY

Other Lingers on in Misery for a Few Hours.

THREATS OF LYCHING ARE FREELY MADE

Man Who Does the Shooting is Taken to Another Locality for Safety

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