

Omaha, December 16, 1898.

Tomorrow's Christmas Buyers

Will be fewer than next Saturday—take advantage of the time—have more freedom in selections, and better attention from our salespeople.

Dress Goods for Christmas—Year after year the demand grows for dress goods for Christmas giving—a few dollars could scarcely be spent to better advantage in gifts.

Hosiery—Nothing makes a more desirable Christmas present for a lady than a nice pair of silk hose.

We carry a complete line, both in black and navy. A nice heavy Black Silk Hose, with a high spliced heel and toe, also double sole, \$2.50. We have that in the new style drop stitch also.

Art Needlework—Monochrom cases, pin cushions, sofa pillows, handsome and different from the general run of them—embroidered and worked by our own skilled people.

Saturday's Special Cloak Sale—Closing out misses' and children's cloaks at special low prices.

Notions—Christmas is rapidly nearing. Maybe this brief list will assist you in finding a suitable Christmas gift for the very person you want it.

Christmas Presents—What is more useful than a washable table cover for a Christmas present?

- Some prices: 6-4 Table Covers, \$1.25 and \$1.50. 8-10 Table Covers, \$2.00, \$2.50, \$2.75. 8-10 Table Covers, \$3.50 and \$4.50.

Under Garments—Light things in woman's wearables.

Eiderdown Dressing Sacques, neatly made and very comfortable, at \$1.90 each. Ladies' Domest Gowns, best quality Domett, made very long and extra wide at \$5c, \$1.00, \$1.50 and \$2.00.

Men's Furnishings—White laundered shirts.

White Laundered Shirts in better quality, open back or open front and back, \$1.00 each.

Ostrich Boas—A sensible holiday gift for a lady.

- 20-inch Ostrich Boas at \$1.50 and \$3.00 each. 26-inch Ostrich Boas, \$5.50 each. 34-inch Ostrich Boas, \$10.00 each.

LIBERAL GRANT OF PENSIONS

General Appropriation Goes Through House in Record-Breaking Time.

ILL IS NOT DISCUSSED OR CRITICISED

Alton, Ex-Confederate, of Mississippi Made His Favorable Report on the Forty-Two Millions Involved.

WASHINGTON, Dec. 15.—The house today surpassed all previous records in the expedition with which it passed the pension appropriation bill. This bill in days gone by has been one of the most fruitful sources of acrimonious partisan debate, but today, although carrying \$4,000,000 more than the act for the current year, it was passed in twenty minutes without a word of criticism.

The house then entered upon the consideration of the bill to incorporate the International American bank.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Barney, republican of Wisconsin, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

Mr. Allen, democrat of Mississippi, in charge of the pension appropriation bill, then called upon the conference report on the bill extending the marine inspection laws to sailing vessels of 700 tons and over, and providing for the licensing of second and third mates.

OVERFLOWS AND THEIR CURE

Senate Committee Reports on Causes of Mississippi Floods.

CUTTING OF TIMBER HAS NO EFFECT

Jetties in Gulf Channel Found in Poor Condition and Southwest Pass Favorably Mentioned as an Auxiliary Route.

WASHINGTON, Dec. 15.—The senate committee on commerce today agreed to the report of the subcommittee appointed under the resolution of March, 1897, to investigate the causes of the Mississippi floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

Nothing in the evidence or other data obtained by your committee discloses the fact that the destruction of timber at or near the headwaters of these river systems tends to cause or promote the floods.

ENGLISH PEOPLE WAKING UP

Great Strides Being Made in the Construction of Electric Street Railways.

WASHINGTON, Dec. 15.—United States Consul Boyle, at Liverpool, has communicated to the State department some very interesting information respecting the great change that has taken place in England in the matter of street railways.

He describes this movement as one feature of the remarkable "municipal socialism" which is taking possession of Great Britain, verifying the forecast of Lord Rosebery, former London common council was conducting the greatest experiment in practical socialism the world had ever seen.

Not content with municipal ownership of street railways, electric and gas lighting plants, water supply and telephones, in several cities the municipal corporations build dwellings for workmen, Workingmen operate hotels and operate magnificent baths. In Liverpool the council has gone so far as to charge part of what should be the rent from municipal houses occupied by workmen as homes against the taxes of the community.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

He says, in fact, that the Liverpool line is an overhead trolley, a committee of experts claiming to have discovered that the underground conduit system, installed in New York and Washington and Baltimore, is a failure. He speaks of other systems of electric car propulsion which have been brought forward in England as novelties, but which are well known here, such as the surface contact system. A scheme under way, he says, is to connect Liverpool with all the manufacturing towns within a radius of seventeen miles by light suburban electric street railways which will carry passengers in the daytime and freight at night.

Regarding the subject of electric street railways Mr. Boyle says the first line was started in Liverpool a few days ago and describes the equipment. For the benefit of American manufacturers of electric plants, fittings and rails the consul sets forth the best means to put themselves in position to furnish the material.

HANDSOME NOVELTY GOODS—12½c, 15c, 20c, 25c and 50c a yard. We cannot recall a time when such high-class stuff might be bought for so little.

New Poplins 60c, 85c and \$1.00 a yard. New Coverts, 50c, 75c, 85c to \$1.00 a yd. New Mixtures, 50c, 65c, 75c and \$1.00 a yard.

New Plain Cloths, 50c, 60c, 75c to \$2.00 a yard.

Dr. Scott's Electric Hair Brushes made of pure bristles, at 50c, \$1.35, \$1.80, \$2.25 and \$2.75.

Best Brushes in new patterns, at 50c, 60c, 75c, \$1.00, \$1.25 and \$1.50.

Hat Pins at 10c, 20c and 25c each. A pretty Ribbon Belt, handsomely mounted, at \$1.15, \$1.40, \$1.65 and \$2.00 each.

Infants' Gold Rings, 25c each. Needle Boxes, nicely filled with needles, at 25c, 50c, 75c and \$1.00 each.

Handkerchiefs—For men, ladies and children. Plain hemstitched, embroidered, lace trimmed or initial. A fresh, clean stock and choice patterns to select from.

Children's Handkerchiefs, three in a box, initial, 25c per box.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

Handsome and different from the general run of them—embroidered and worked by our own skilled people. Our factory work department is full of pretty things for Christmas.

signal or flag of blue and white is temporarily to be used, the colors adopted by Argentina, Uruguay, Nicaragua, Guatemala and other nations of the western hemisphere formerly under Spanish rule.

General Brooke said he had nothing to do with the selecting of the ground at Camp Thomas, but being assigned there he made it his business to select the water supply and to see that the necessary sanitary regulations were promulgated and enforced.

"I deem it proper to say," continued General Brooke, "in controversy of certain reports that I have heard that I did inspect the camp sinks and kitchens continually."

"We have plenty of testimony before us," said General Dodge, "that you did this frequently."

"It was daily," said General Brooke. General Brooke said in the beginning there was a great many complaints of sickness among the soldiers, but the army had abundant food supplies. The important fact of the Potomac, he said, was not nearly so well supplied. Speaking of the hospitals General Brooke said:

"In justice to myself I should say that the location of the first division hospital was not of my own selection. I left this to Colonel Hartshoff, my chief surgeon, and it was the one location I condemned. I visited this hospital and it was working badly, due probably to the surgeon directly in charge."

General Brooke testified that he gave his personal attention to the sanitary conditions of the camps, the striking of tents, collecting the sinks, etc., and by this means got things under control.

Governor Beaver read a report from James Parker, sanitary inspector of the Twelfth New York volunteers, detailing an unprintably disgusting state of sanitary conditions at Camp Thomas during General Brooke's administration, and General Brooke was asked to state what he had to say.

"I will say," he said, "it is not true and I will give me a copy of that report I will send it to you as soon as I can get a court-martial unless he is protected in his testimony by this commission."

WASHINGTON, Dec. 15.—The monthly statement of the imports and exports of the United States shows that during November, 1898, the imports of merchandise amounted to \$52,159,550, about \$48,000,000 less than the imports of 1897. The exports aggregated over \$22,000,000. The exports of domestic merchandise during last month aggregated \$127,435,467, an increase over November, 1897, of about \$13,000,000. For the eleven months ended with November, 1898, the exports of the United States aggregated \$1,117,681,199, exceeding the imports by \$37,857,046, an increase over the same period in 1897 of \$143,025,115. The imports of gold during November amounted to \$5,825,291, and the exports to \$913,467. The silver imports amounted to \$2,568,635 and the exports to \$4,029,079.

Kansans Ordered to Manila. WASHINGTON, Dec. 15.—In accordance with the policy of the administration to replace the volunteer soldiers in the Philippines with regular troops as soon as possible, orders were issued today for the Twentieth regiment of regular infantry at Fort Leavenworth, Kan., to proceed to San Francisco for the Philippine islands.

Colonel J. H. Patterson is in command of the regiment, which is the only one, so far, actually ordered to the Philippines out of the infantry regiments selected for service there.

At the conclusion of Mr. Jenkins' remarks he agreed that he vote upon the bill and pending amendments should be taken at 3 o'clock tomorrow.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.

Mr. Adams, republican of Pennsylvania, earnestly supported the bill. While minister to Brazil under the Harrison administration he had been in contact with General Brooke, who had been in contact with the United States government.