

DIVORCE QUESTION REFERRED

German Baptist Brethren Leave Case with Committee.

NEBRASKA STATE FAIR GROUNDS

Final Action on the Proposed Purchase is Again Deferred—Past Valuations Reviewed and Discussed.

(From a Staff Correspondent.)

LINCOLN, May 29.—(Special Telegram.)—The conference of German Baptist Brethren completed its work at 4 o'clock this afternoon and tonight the last formal meeting of the convention was held. Although the attendance was not so large as at several previous occasions, the convention is considered one of the most important ever held. Today the conference devoted its attention almost exclusively to matters of legislation. The proposition to reconsider the divorce question of 1896 and so decide that no person who has two living companions shall be received into the church while living with the second or last companion as husband or wife, was referred to a committee. The construction of a Brethren hospital in Chicago was authorized, to cost not to exceed \$20,000. A committee was appointed to investigate the general condition of beneficiary societies. Daniel Hays and Edward Prantz were elected members of the Gospel Messenger advisory committee and Dr. and Mrs. A. W. Vaniman were elected missionaries to Sweden. A proposition to change the time of the annual meeting to the second Tuesday in June was referred to a committee with instructions to report at the next conference. Resolutions were adopted thanking God for His faithfulness to the association's cause; the district of Nebraska for His blessing at the convention at Lincoln, and the various committees for their earnest cooperation in arranging for the meeting.

State Fair Grounds Action Deferred.

Because of the absence of Land Commissioner Folmer and Treasurer Stuefer it is not likely that the Board of Public Lands and Buildings will take any action regarding the purchase of state fair grounds until next week, and if any reply is received to the board's offer of \$10,000 it will not be made public until after the next conference. A settlement is looked for, however, within the next ten days, it being generally believed that the board will either purchase one of the various sites offered or reject all of them. One of the most ardent advocates of the Burlington beach property for the state fair site is Adjutant General Colby, who camped on the beach several years ago with the Nebraska National Guard. General Colby declared his personal experience convinces him that the Burlington beach property is by all odds the most advantageous location for the fair. He says the sanitary conditions of the land is good and because of the immense lake the property is more attractive than any of the other sites offered.

Value of Old Grounds.

Relative to the assertions made by persons interested in unloading the grounds northeast of the city, known as the "old state fair grounds," a man who has been watching the proceedings of the board said today:

"The report has been circulated that real estate men of Lincoln unite in saying that \$10,000 is a ridiculously low price for the old state fair grounds. The best way to contradict that statement is to quote from a letter written several years ago by Mr. Macfarland to Kent K. Hayden, Mr. Hayden, as receiver of the Capital National Bank, asked Mr. Macfarland to place a value on the stock of the Nebraska Exposition association. Some of the association's stock was held by the bank and Mr. Hayden made the inquiry for the purpose of establishing its real value. Mr. Macfarland replied to the inquiry and his letter is now in the hands of the board. I am told that Macfarland said that the company was capitalized for \$10,000 or \$15,000 and that the stock was worth about 25 cents on the dollar and said that \$12,000 of the stock represented the value of the ground and the balance the improvements that had been made, especially the chieftain buildings. Now if Mr. Macfarland placed the value of the land at \$12,000, why does the exposition association demand \$20,000 for it now?"

Frequency of Divorces.

Labor Commissioner Watson is compiling interesting statistics on the subject of divorces. First counties have failed to file reports and Lancaster is among the missing. Douglas county reported 161 divorces during the year 1900. Of these 125 were granted on petition of the wives.

The number of divorces granted in the counties having the five largest cities in the exclusive of Omaha and Lincoln, is shown by the following table:

Table with 3 columns: County, At Request, and Total. Rows include Adams, Hall, Dodge, and others.

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The following counties have the least number of divorces to their credit:

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Liability of Fraternal Orders. The opinion of the supreme court will be sought in regard to the liability of fraternal orders when the policy-holder was not in good standing shortly before death and the relatives paid the delinquent dues.

Expense of Legislature. A statement of the appropriations made and the money expended by the twenty-seventh session of the legislature has just been issued by the auditor. The tabulation of the detailed accounts occupies sixty pages of a pamphlet and shows the expenditures from January 1 to May 16. The legislative expenses amounted to \$123,000, while the total appropriations of the session are placed at \$2,575,289.31.

Diapire Over Land. Land Commissioner Folmer and Treasurer Stuefer left for Cheyenne county this afternoon to make an investigation in the case of James Fawcus. There is a dispute over possession of land owned by Fawcus, who died several years ago. The state is interested in the controversy and it is expected that the matter will soon come before the Board of Public Lands and Buildings for settlement.

Home Telephone Company. Articles of incorporation of the Home Telephone company of Cook, Jefferson county, were filed with the secretary of state this afternoon. The company is capitalized for \$50,000 and the incorporators

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CARLOAD OF CATTLE ABLAZE

Union Pacific Freight Has a Hot Run to North Bend.

WATER TOO LATE TO SAVE THE STOCK

Most of the Animals Alive When Fire is Put Out, but Suffer So That Killing is Necessary.

(From a Staff Correspondent.)

FREMONT, Neb., May 29.—(Special Telegram.)—Yesterday afternoon a car of cattle in the freight train on the Union Pacific was discovered to be on fire west of North Bend. The car was run into North Bend and the fire extinguished as soon as possible, but it was too late to save any of the cattle. Most of them were alive, but so badly injured that they had to be killed. The stock was packed in the car and belonged to F. B. Hord of Central City. The fire is supposed to have caught from sparks from the locomotive.

MISSOURI MEN IN NEBRASKA

Commercial Delegation from St. Joseph Visits Grand Island and Hastings.

HASTINGS, Neb., May 29.—(Special Telegram.)—Seventy-five jobbers of St. Joseph arrived in Hastings at 10 o'clock this morning on a special train over the St. Joseph & Grand Island. They were welcomed by a delegation of Hastings business men. Attorney M. A. Harrigan made a brief address. The gentlemen from Missouri were escorted to carriages, shown the city, after which they returned to the business center and met the business men in their lines of business.

GRAND ISLAND, Neb., May 29.—(Special Telegram.)—The St. Joseph Commercial club visited Grand Island today, coming on a special train over the Grand Island road at 1 o'clock and remaining two hours in the city. A reception committee of local business men met them at the depot and escorted the individual members of the party to the business center. They were escorted to carriages, shown the city, after which they returned to the business center and met the business men in their lines of business.

PLATTSMOUTH, Neb., May 29.—(Special Telegram.)—The St. Joseph Commercial club visited Plattsmouth today, coming on a special train over the Plattsmouth & Grand Island road at 1 o'clock and remaining two hours in the city. A reception committee of local business men met them at the depot and escorted the individual members of the party to the business center. They were escorted to carriages, shown the city, after which they returned to the business center and met the business men in their lines of business.

FOR SELLING THEM LIQUOR

Employe of Brewery Arrested for Connection with Beer Kegs and Indians.

NIORARA, Neb., May 29.—(Special Telegram.)—United States Marshal Allan today arrested an old man named Randall, an employe in the brewery here, on the charge of selling liquor to Indians. Last summer the brewery was locked up by Internal Revenue Collector Seelye on account of the failure of the proprietors to comply with some of the revenue laws, and Randall was taken to Omaha to answer the charge brought against him. At that time a slot machine was used to deliver the liquor to the Indians. The business has been closed since that time, but the complaint, but lately the Indians have been heard, hauling the kegs of beer through the streets.

It is reported that the owner of the brewery, Adam Forester, has also been arrested and charged with the same charges against him. The preliminary hearings will be here tomorrow before United States Commissioner B. F. Chambers.

MILLERS AGAINST IRRIGATORS. SUPERIOR, Neb., May 29.—(Special Telegram.)—A meeting of the millers having mills on the Republican river in Nebraska will be at this place this afternoon. They are means of protecting themselves against the irrigators in the western portion of the state. Irrigation has drained the river of nearly all its water during the summer months. Robert Guthrie, who owns the mills here, has been charged with the large engine to operate his plant and the electric light plant during the low water period.

REBEKAH LODGE ENDS SESSION. FREMONT, Neb., May 29.—(Special Telegram.)—The concluding session of the Rebekah lodge of this district was last night. Emphasis of degree work was the order of business and the honor for the best degree staff was awarded to Blair. The officers were elected. President, Mrs. Griffin, Tekamah; vice president, Miss Taylor, Blair; secretary, Mrs. Fred Howe, North Bend; treasurer, Mrs. Pollet, West Point. One hundred and twenty-five members were present.

HUMBOLDT LODGE ELECTS OFFICERS. HUMBOLDT, Neb., May 29.—(Special Telegram.)—Humboldt lodge, No. 4, Independent Order of Odd Fellows, held its semi-annual election of officers, with the following result: N. G. J. A. Burnside, V. G. L. C. Edwards, treasurer; J. A. Fellers, secretary; L. E. McCulloch, warden; J. H. Williams, chaplain; N. G. A. Hales; L. S. N. G. Judd Simmons; R. S. V. G. L. S. P. K. L. S. V. G. Joe Wedner; I. G. Henry Loninger; O. G. J. W. Scott.

ASKS DAMAGES FOR QUARANTINE. BEATRICE, Neb., May 29.—(Special Telegram.)—Superintendent Simon of the Northwestern Business college today brought a communication to the city council at the city hall, asking the city to reimburse the college in the sum of \$109.97, or a part of this amount, for loss of tuition and damage to the school on account of being quarantined during the recent smallpox epidemic. The council rejected the communication.

GRADUATES AT GENEVA. GENEVA, Neb., May 29.—(Special Telegram.)—The graduating exercises were concluded last night. Those giving orations were: Lester S. Donisthorpe, Elmer C. Lawson, Jessie G. Donisthorpe, Retta M. Walker, Olive Tilley, Beulah B. Beals, Dr. George Moore presented the diploma. Tonight the class oration on "Button-Up People" will be given by Dr. Robert McIntyre of Chicago.

WANT BASE BALL STOPPED. PLATTSMOUTH, Neb., May 29.—(Special Telegram.)—The members of the Grand Army of the Republic and the Woman's Relief corps unanimously passed a resolution requesting the city council to prohibit base ball playing within the city limits during the time of memorial services next Sunday, and also on Memorial day.

BURWELL PASTOR RESIGNS. BURWELL, Neb., May 29.—(Special Telegram.)—C. E. Campbell, pastor of the Congregational church at this place for two years, has handed in his resignation and accepted a call at DeWitt, Neb. Members of the church gave them a farewell reception at the parsonage Monday night and he and family left yesterday.

DETAILS OF FAIRBURY FIRE. FAIRBURY, Neb., May 29.—(Special Telegram.)—The fire at the packing house of the Fairbury Nursery company last night resulted in the destruction of the building. The in-

LAUNCH OF THE MAINE TODAY

Uncle Sam Gives Significance to the Soldiers' Celebration.

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It is now three years and more since the commencement of that horror in Havana harbor and since then the survivors have been scattered to all quarters of the globe. Captain Charles D. Sigbee, who commanded the Maine at the time of its destruction, has applied for the command of the new Maine and it is more than likely that the request will be granted and that he will fly his pennant when commissioned for service.

Of the twenty-five officers who were attached to the Maine at the time of her destruction four are dead, Lieutenant E. W. Jenkins and Engineer Darwin R. Morris of the Maine will be of wood, as has been the custom in the past. There will be one forty-foot steam cutter, one thirty-six-foot steam cutter, four thirty-foot sailing cutters, one thirty-five-foot sailing launch, one thirty-foot whaleboat, one twenty-foot dingy, one sixteen-foot dingy, a captain's gig, an admiral's barge and several eighteen-foot balloons.

Congress authorized the construction of the Maine May 4, 1898, and the keel was laid February 15, 1899, the anniversary of the destruction of the old battleship Maine at Havana harbor. The probable time of completion is late in 1902.

Other Survivors. Also stationed at the academy as instructor to cadets is Lieutenant John H. Jones of the Maine. Still another survivor, Lieutenant C. W. Jungen, whose work during the war as commander of the Wompatuck elicited warm praise from the Navy department, is now attached to the battleship Kearsarge. Captain John P. Childwick, who was in command of the Maine at the time of her destruction, is now stationed at Port Royal, S. C. Surgeon Heneberger is doing duty in the naval laboratory in Brooklyn. Ensign Holden is attached to the cruiser Albatross, which is now at Manila. Ensign Clutter is at the naval academy. Boat-swain Larkin is on the battleship Kentucky. Gunner Hill is stationed in San Francisco and Carpenter Helms at Thurston, Pa. Lieutenant George P. Blow recently resigned from the service.

Two points of resemblance. Between the new Maine and the old are two points of resemblance. The first was rated as a second-class battleship with a displacement of only 6,852 tons. Her namesake is nearly twice as large, displacing 12,300 tons at normal draught.

The principal dimensions of the new battleship are: Length between perpendiculars, 388 feet; length over all, 393 feet 10 1/2 inches; extreme breadth, 72 feet; mean draught, 23 feet 6 inches; displacement at normal draught, 12,300 tons; estimated displacement at full draught, 13,500 tons. As to type, the new vessel is to be an improved Alabama, two knots faster than that fine battleship, equipped with a more powerful armament and hedged about with a greater area of armor protection.

The contract is estimated at \$10,000,000. It is more than a speed of eighteen knots for four consecutive hours. The armament designed for the vessel is a very powerful one. It will consist of four 12-inch breech-loading rifles mounted in two elevated, balanced turrets, one forward and one aft. In addition there will be sixteen six-inch rapid fire guns mounted in broadside, six 14-pounders, eight 3-pounders, six 1-pounders, two Colt automatic and two 3-inch rapid fire guns. The main gun is the 12-inch type of rapid fire gun will be installed for the first time on an American battleship. There are two submerged torpedo tubes on the ship, the Maine class being also the first in which the torpedoes have been placed below the water line.

Broadside Guns are Increased. The six-inch guns, which are to be mounted in broadside, will be placed in recessed ports, the wings of which are elongated. By this arrangement the broadside guns can be revolved to a point entirely within the range of the ship. This plan has its advantage, as by the guns can be swung clear when colliers are alongside and the ship is engaged in taking in coal. In some of the older battleships the disadvantage of protruding muzzles had to be overcome by the use of the work of coaling or taking on supplies was in order.

Two of the six-inch guns are to be mounted forward on either side in six-inch armored sponsons, one two others, similarly protected, are to be mounted aft. In addition to having a broadside arm of fire these guns can be trained directly ahead and astern.

Krupp armor—the kind which has resisted such striking proofs of its resisting qualities—is to be used throughout. The armor belt, which is to be eleven inches thick at the top, tapering to seven and a half inches at the bottom, extends to within sixty feet of the stern, shielding the sides three and a half feet above the water line and four feet below it. The casemate armor is to be six inches thick; the barbette armor twelve inches in front, tapering to eight inches in the rear. The protective deck will be two and a half inches thick, while over the water line there is no armor protection, it is thickened, being four inches on the slope and three on the flat.

Conning and Signal Towers. The forward conning tower will have ten-inch armor and the signal tower six-inch armor. Leading from the conning tower to the protective deck is a steel tube intended to protect the voice tubes and telegraph extending from the commanding officer's station to the stations below. This tube is twelve inches in diameter inside, and is protected by a steel covering seven inches thick.

The engines are of the twin screw, triple expansion, inverted vertical type. The twenty-four Niclausse boilers, which are nearly completed when the ship strikes the water, are expected to give 18,000 horse power. The vessel will have a bunker capacity of 2,000 tons. This, at a normal speed, will give it a steam radius of 4,500 miles—almost sufficient for two round trips from New York to Liverpool.

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Of the twenty-five officers who were attached to the Maine at the time of her destruction four are dead, Lieutenant E. W. Jenkins and Engineer Darwin R. Morris of the Maine will be of wood, as has been the custom in the past. There will be one forty-foot steam cutter, one thirty-six-foot steam cutter, four thirty-foot sailing cutters, one thirty-five-foot sailing launch, one thirty-foot whaleboat, one twenty-foot dingy, one sixteen-foot dingy, a captain's gig, an admiral's barge and several eighteen-foot balloons.

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Two points of resemblance. Between the new Maine and the old are two points of resemblance. The first was rated as a second-class battleship with a displacement of only 6,852 tons. Her namesake is nearly twice as large, displacing 12,300 tons at normal draught.

The principal dimensions of the new battleship are: Length between perpendiculars, 388 feet; length over all, 393 feet 10 1/2 inches; extreme breadth, 72 feet; mean draught, 23 feet 6 inches; displacement at normal draught, 12,300 tons; estimated displacement at full draught, 13,500 tons. As to type, the new vessel is to be an improved Alabama, two knots faster than that fine battleship, equipped with a more powerful armament and hedged about with a greater area of armor protection.

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Two points of resemblance. Between the new Maine and the old are two points of resemblance. The first was rated as a second-class battleship with a displacement of only 6,852 tons. Her namesake is nearly twice as large, displacing 12,300 tons at normal draught.

The principal dimensions of the new battleship are: Length between perpendiculars, 388 feet; length over all, 393 feet 10 1/2 inches; extreme breadth, 72 feet; mean draught, 23 feet 6 inches; displacement at normal draught, 12,300 tons; estimated displacement at full draught, 13,500 tons. As to type, the new vessel is to be an improved Alabama, two knots faster than that fine battleship, equipped with a more powerful armament and hedged about with a greater area of armor protection.

The contract is estimated at \$10,000,000. It is more than a speed of eighteen knots for four consecutive hours. The armament designed for the vessel is a very powerful one. It will consist of four 12-inch breech-loading rifles mounted in two elevated, balanced turrets, one forward and one aft. In addition there will be sixteen six-inch rapid fire guns mounted in broadside, six 14-pounders, eight 3-pounders, six 1-pounders, two Colt automatic and two 3-inch rapid fire guns. The main gun is the 12-inch type of rapid fire gun will be installed for the first time on an American battleship. There are two submerged torpedo tubes on the ship, the Maine class being also the first in which the torpedoes have been placed below the water line.

Broadside Guns are Increased. The six-inch guns, which are to be mounted in broadside, will be placed in recessed ports, the wings of which are elongated. By this arrangement the broadside guns can be revolved to a point entirely within the range of the ship. This plan has its advantage, as by the guns can be swung clear when colliers are alongside and the ship is engaged in taking in coal. In some of the older battleships the disadvantage of protruding muzzles had to be overcome by the use of the work of coaling or taking on supplies was in order.

Two of the six-inch guns are to be mounted forward on either side in six-inch armored sponsons, one two others, similarly protected, are to be mounted aft. In addition to having a broadside arm of fire these guns can be trained directly ahead and astern.

Krupp armor—the kind which has resisted such striking proofs of its resisting qualities—is to be used throughout. The armor belt, which is to be eleven inches thick at the top, tapering to seven and a half inches at the bottom, extends to within sixty feet of the stern, shielding the sides three and a half feet above the water line and four feet below it. The casemate armor is to be six inches thick; the barbette armor twelve inches in front, tapering to eight inches in the rear. The protective deck will be two and a half inches thick, while over the water line there is no armor protection, it is thickened, being four inches on the slope and three on the flat