

Telephones 413-094.

Bee, June 4, 1901.

Bobinet and Lace Curtains

Unbroken assortments still here, not withstanding brisk selling. The values we are giving in these lines are pretty generally understood, which accounts for our success this season.

Ruffled Bobinet Curtains are 3 yards long by 50 inches wide, at \$2.50, \$3.00, \$3.75, \$4.00 per pair. With Point de Paris, Maltese and American Cluny Lace Insertion and Edging, at \$1.50, \$2.00, \$2.50 and \$3.00 per pair.

Nottingham Lace Curtains, 3 1/2 yds. long and from 50 to 58 inches wide, with beautiful imitation Battenberg borders, at \$2.50, \$3.00, \$3.50, \$4.00 and \$5.00 per pair.

Lace ruffled Swiss Curtains, 3 yards long, 42 inches wide, at \$1.25, \$1.75, \$2.00 and \$2.50 per pair.

WE CLOSE SATURDAY AT 6 P. M. AGENTS FOR FOSTER KID GLOVES AND McCALL'S PATTERNS.

THOMPSON, BELDEN & Co.

Y. M. C. A. BUILDING, COR. 16TH AND DOUGLAS STS.

CITY OF ERIE IS FIRST IN

Beats Tashmo Few Seconds in Their Hundred-Mile Race.

WINS LAKE CHAMPIONSHIP AND \$100,000

Backers Get the Money and Boat the Glory—Racees Have the Favor of a Placid Surface.

CLEVELAND, O., June 4.—The 100-mile race from Cleveland to Erie today between the Cleveland passenger steamer City of Erie, owned by the Cleveland & Buffalo Transit company, and the Tashmo, Detroit's crack passenger boat, owned by the White Star company, was in many respects the most noteworthy race ever sailed on fresh water.

The Erie covered the distance in four hours, nine minutes and nineteen seconds, passing the state boat at Erie one minute, thirty-eight seconds ahead of the Tashmo, beating the latter forty-five seconds, elapsed time, an fifty-three seconds of lead in start at Cleveland is deducted from the one minute and thirty-eight seconds, making the actual gain of City of Erie forty-five seconds.

It was pronounced by old fishermen to be the prettiest race ever witnessed, aside from winning the speed championship of the Great Lakes the Erie won about \$100,000 for those who bet on it.

The conditions under which the race was sailed were ideal. There was a fair sky and a sea as calm as a millpond. There conditions were most favorable to the Tashmo, as it was a light-draught river boat and would have been severely hampered by wind and sea. The course was lined from start to finish with excursion boats of all kinds and great crowds assembled along the shore at many points.

The noisy departure of the Tashmo at Cleveland was duplicated at the finish. Whistles tooted and people cheered both victor and vanquished.

Both boats were stripped to racing trim. The decks were cleared of everything that would catch the wind. On board the Erie even the lifeboats had been stowed away beneath the decks. The limited number of spectators carried on each boat were confined to the cabins and none were allowed on the decks. Both racers were made light as possible.

From the start the result was in doubt until within a few miles of the finish. The race demonstrated that the boats were evenly matched. Each was surprised at the speed of the other. The boats made approximately twenty-three miles an hour. It was neck and neck from the starting point until just about Fairport, where the Erie encountered shore water and fell three lengths behind its rival. From Fairport to Ashtabula it made no perceptible gain, but finally picked up and passed its rival. The Tashmo sailed by getting ahead for awhile, then falling back, while the Erie maintained a steady pace.

When the victorious craft entered the Cleveland harbor this evening on its return from the race it was greeted with a tremendous ovation. Hundreds of steam whistles along the lake front and river continually for nearly half an hour, while thousands of people crowded along the docks, wildly cheering.

DEATH RECORD.

James A. Herne's Funeral. NEW YORK, June 4.—The funeral of James A. Herne, actor, took place from his late residence, 100 West 10th street, at 10 o'clock this morning, officiated by John S. Crosby, representing the Grand Tax clubs of America; Augustus Thomas, playwright, representing the Society of American Dramatists; and Milton Nobles, representing the Actors' Order of Friendship. After the services the body was removed to Fresh Pond for cremation.

Bishop Parker. NEW YORK, June 4.—A cablegram was received in this city today announcing the death of Rev. W. Parker, missionary bishop of the Methodist church for southern Asia. His death occurred at Naini Tal, where he had gone for his health. Bishop Parker has been suffering for a long time from an acute form of stomach trouble. His regular station was at Lucknow.

Mrs. Joseph Graves. HUMBOLDT, Neb., June 4.—(Special.)—Mrs. Joseph Graves died Sunday at her home in the northeastern part of this city. She was a middle-aged woman, the daughter of Mr. and Mrs. August Barnhart, pioneer residents of Richardson county, and her early home was near Salem, Neb. She leaves a husband and two sons.

Rock Island Conductor. FAIRBURY, Neb., June 4.—(Special.)—J. N. Cummings, a conductor on the Rock Island, died last night of consumption. He was a member of the Knights and Ladies of Security, in which fraternity he carried insurance.

Funeral Directors Convene. SIOUX FALLS, S. D., June 4.—(Special.)—The annual meeting of the South Dakota Funeral Directors' association commenced here this afternoon and will continue in session until Thursday afternoon. The delegates were welcomed to the city by Mayor Burnside.

Smallpox in Abating. SIOUX FALLS, S. D., June 4.—(Special.)—Information is received here to the effect that smallpox is rapidly abating on the Cheyenne river Indian reservation, and that the quarantine can be raised soon.

Headache

Biliousness, sour stomach, constipation and all liver ills are cured by Hood's Pills

The non-irritating cathartic. Price 25 cents of all druggists or by mail of C. I. Hood & Co., Lowell, Mass.

LINCOLN'S SUICIDE MYSTERY

Coroner's Jury Has Difficulty Finding Out the Facts.

A. ALBERT BRINK LOTH TO TESTIFY

Gives Little Light on the Fatal Poisoning of Mrs. Woodbury Walker—Says His Own Effort at Death Was a Bluff to Check Her Folly.

(From a Staff Correspondent.)

LINCOLN, Neb., June 4.—(Special Telegram.)—Craved by love, Mrs. Mabel Walker and J. Albert Brink swallowed cocaine with suicidal intent in the latter's room in the Lincoln hotel early this morning. Mrs. Walker died ten minutes after taking the poison, but Brink recovered after the administration of powerful emetics.

Mrs. Walker was the wife of a traveling book salesman. With her husband she came to Lincoln a month ago and has since resided at the hotel. She passed Sunday with her husband in Fremont, but returned to Lincoln yesterday morning. Her husband was in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

Lincoln yesterday morning. She was with her husband in Fremont when notified this morning of the tragedy, and he came to the city on a morning train. Mrs. Walker's mother in the state of Washington was also notified, but to reply has been received.

THREE LIVES TO ANSWER FOR

Southern Railway Charges Conductor with Causing Wreck.

SIXTEEN HURT IN ADDITION TO THE DEAD

Switch Engine Hurled Into Passenger Train at Atlantic by Same One Other Than Engineer or Fireman.

ATLANTA, Ga., June 4.—A switch engine in the yards of the Southern railway shops near the city limits dived into a passenger train as it was passing today, killing three passengers and injuring sixteen, three of whom it is feared, fatally.

The dead: MRS. A. LEMMON of McDonough, Ga. IRMA, 10-year-old daughter of Mrs. Lemmon. H. H. VICKERS of Flovilla, Ga. The injured: Young son of Mrs. Lemmon. Mrs. Julia Korsey of Atlanta; may die. A. F. Bunn of McDonough, Ga. may die. D. A. George of Rex, Ga. W. H. Hadden of Stockbridge, Ga. Miss Rena Withers of Washington, D. C. Miss Alma Massenburg of Washington, D. C.

Mrs. F. M. Smith of McDonough, Ga. W. F. Tidwell of McDonough, Ga. Miss Lee of Stockbridge, Ga. Mrs. J. E. Riddle of Hartselle, Ala. Mrs. A. F. Bunn of McDonough, Ga. N. H. Vickers of Flovilla, Ga. Pierce Stewart of McDonough, Ga.

Pierce Stewart of McDonough, Ga. Beyond the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

Soon after the wreck G. B. Dunton, an employe of the Southern road, was arrested, charged with disorderly conduct. This charge was made only that Dunton could be held. He was really arrested on suspicion of having run the switch engine into the passenger train. Dunton denied that he had anything to do with the wreck and says he was not on the engine. The Southern officials claim that he was seen to get on the engine and they say further that he had no business there, as he is a yard conductor. Dunton has several gashes in his head which he received in the wreck, but he maintains that he was not on the engine.

Under the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

Soon after the wreck G. B. Dunton, an employe of the Southern road, was arrested, charged with disorderly conduct. This charge was made only that Dunton could be held. He was really arrested on suspicion of having run the switch engine into the passenger train. Dunton denied that he had anything to do with the wreck and says he was not on the engine. The Southern officials claim that he was seen to get on the engine and they say further that he had no business there, as he is a yard conductor. Dunton has several gashes in his head which he received in the wreck, but he maintains that he was not on the engine.

Under the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

Soon after the wreck G. B. Dunton, an employe of the Southern road, was arrested, charged with disorderly conduct. This charge was made only that Dunton could be held. He was really arrested on suspicion of having run the switch engine into the passenger train. Dunton denied that he had anything to do with the wreck and says he was not on the engine. The Southern officials claim that he was seen to get on the engine and they say further that he had no business there, as he is a yard conductor. Dunton has several gashes in his head which he received in the wreck, but he maintains that he was not on the engine.

Under the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

Soon after the wreck G. B. Dunton, an employe of the Southern road, was arrested, charged with disorderly conduct. This charge was made only that Dunton could be held. He was really arrested on suspicion of having run the switch engine into the passenger train. Dunton denied that he had anything to do with the wreck and says he was not on the engine. The Southern officials claim that he was seen to get on the engine and they say further that he had no business there, as he is a yard conductor. Dunton has several gashes in his head which he received in the wreck, but he maintains that he was not on the engine.

Under the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

Soon after the wreck G. B. Dunton, an employe of the Southern road, was arrested, charged with disorderly conduct. This charge was made only that Dunton could be held. He was really arrested on suspicion of having run the switch engine into the passenger train. Dunton denied that he had anything to do with the wreck and says he was not on the engine. The Southern officials claim that he was seen to get on the engine and they say further that he had no business there, as he is a yard conductor. Dunton has several gashes in his head which he received in the wreck, but he maintains that he was not on the engine.

Under the Southern shops are coal chutes and all about these are sidetracks. On one of these sidetracks and only a few feet from the main track an engine was standing that had only a short time before been left by its engineer and fireman.

As the train was passing the junction of this sidetrack the switch engine suddenly dived backward into the moving train. The first-class day coach was thrown over on its side and partly demolished, a Pullman was thrown from the track and one end was shattered, while the trucks were knocked from under the combination smoker and dining car.

Those killed were in the day coach. Surgeons and railroad officials were quickly on the scene. Some of the injured were taken to the hospitals and the dead were brought to Atlanta.

SEVERAL TOPICS DISCUSSED

Commercial Club Executive Committee Holds a Busy Session.

At the regular meeting of the executive committee of the Commercial club yesterday afternoon A. H. Waterhouse, principal of the Omaha High school, made an appeal to the members of the club to assist the school authorities in maintaining a high state of efficiency at the school and to encourage the work of the pupils by employing those who make the best record in the school room. By this, he said, he did not mean that students should be employed to the exclusion of undergraduates, who were forced to leave school to earn a living, but that, while he hoped every one would encourage pupils to remain until they have completed the course, if possible, he thought the boys who showed business methods in his work in school should be given preference over those boys who do their work carelessly.

Euclid Martin then brought up the question of newspaper reports of executive committee proceedings. He denied the statements published to the effect that he did not believe the Commercial club should take cognizance of the private life and personal actions of Mr. Redell in the matter of the charges now pending against the chief of police department, and stated that if the charges were proven they should be made reason for his discipline.

The committee having charge of the preparation of resolutions in regard to the charges pending against the chief of police department announced the action taken by the attorneys of Chief Redell, in securing an injunction. They said that they had investigated the feeling at the fire department houses regarding the chief and that one exception of all the men spoken for was favorable to Redell. After considerable discussion it was decided to increase the committee to fifteen members and to authorize them to spend what money they deemed necessary to support the contention of the club for the retention of Chief Redell.

Euclid Martin referring to a published interview with the mayor in which that officer spoke of the letters received by him as emanating from the club or inspired by one man, said that he had copies of all of the letters written to the mayor, which he produced, and asked the members of the committee if such letters showed upon their face that they were inspired by one mind. A special committee was appointed to bring the matter of the repair of Sixteenth street paving before the council, and to cooperate with that body in having the necessary work done.

Sol Bergman and S. R. McBurney were elected members of the club.

GRIEVANCE OF UNION LABOR

Omaha Musical Association Endeavoring to End Trouble with Electricians' Union.

At a meeting of the Omaha Musical association yesterday morning a committee consisting of Messrs. Meyer, Lessentine and Schroeder was appointed to confer with a committee of the electricians' union Wednesday evening in regard to the trouble over the wiring of the music pavilion.

The musicians composing Bellstedt's band are members of the musician's union and will be bound according to the rules of the society by the action of the local union.

A Hooper, chairman of the musical committee, makes the following statement: "The committee had secured bids from the Thomson-Houston company and from the Western Electric for wiring the pavilion. The committee had practically decided to give the work to the Western Electric company, although it did not believe the company could finish the work as soon as the Thomson-Houston company could. I went to the electric light company and asked them when we could have the wires strung and what they would charge for the current. I was told that the company expected to do the wiring and that they would not permit any workmen other than those in their employ to connect the wires at the pavilion with the main wiring. That unless their company did the wiring at the tent they did not know whether they could let us have the service Saturday night or not."

"I then asked them what they would charge for the current and what they would do if the company had not made a price for the service at the tent for the month of June and that it would cost as much for the service as it would for both wiring and service. Under these circumstances the Thomson-Houston company was to do the wiring and the electric light company for the wiring of the music pavilion."

WANTS PICTURE OF COUNCIL

Moving Machine Company Makes Request of Council Village Assembly.

Acting Chief of Police Eker has received a letter from Editor Eker of the Saturday Morning Call, Concord, Neb. (Carrie Nation's town) who would like to have the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

CONCORD, Neb., June 4.—Chief of Police, Omaha—Dear Sir: I am in receipt of your letter of the 2nd inst. regarding the picture of the council citizens of that village are tired of their own jobs and that the next time they spring a pleasant they will be careful to have a string to it so they can call it before it gets too big for them to handle.

SHERIDAN ON EVE OF BOOM

New Settlers Arriving and Coal Mines Preparing to Work More Men.

SHERIDAN, Wyo., June 4.—(Special.)—The town of Sheridan is on the eve of a boom. New houses are going up and many others have been contracted for. Additional settlers are coming in and taking up land in the vicinity of Sheridan. The Diaz coal mines, Ig. West Sheridan, are preparing to work additional forces of miners at once. The company is completing a large number of cottages for the men, also a hospital and other buildings, and a new mine is being opened up near the old workings. The coal is in demand throughout the Mississippi and Missouri river valleys, and the Burlington recently purchased a number of locomotives adapted to burning Sheridan coal. By winter, it is said, the mines here will be getting out from 1,500 to 2,000 tons of coal daily. About 800 tons are now being produced a day.

South Dakota Incorporations. PIERRE, S. D., June 4.—(Special.)—These articles of incorporation have been filed: Dominion Mortgage company, at Pierre, with a capital of \$50,000; Incorporator, F. M. Marsh, H. W. Wells and George R. Marsh. Western Land and Cattle company, at Centerville, with a capital of \$50,000; Incorporators, Henry W. Waterman, Francis H. Ludwig, G. Crane and E. Townsend. Hospital and Gold Mining company, at Deadwood, with a capital of \$1,500,000; Incorporators, W. G. Rice, S. C. Polley, E. Baker. Ruby Boulder Mining company, at Pierre, with a capital of \$50,000; Incorporators, Virgil Moore, J. S. Firmstone and S. G. W. Patterson. Jelf-Curtis Mining company, at Huron, with a capital of \$50,000; Incorporators, W. F. Storkill, W. R. Smith, George C. Gilligan, J. P. Clark, C. H. Biglar and Frank A. Browne. Waconda Oil and Mining company, at Pierre, with a capital of \$50,000; Incorporators, R. G. Martin, Frank Brazle, G. V. Patterson. Sharpless company, a Nebraska corporation has filed a copy of its articles, and appointed William S. Turner of Mitchell as resident agent.

Cloudburst in South Dakota. SIOUX FALLS, S. D., June 4.—(Special.)—Information has been received here of damage done by a heavy rainstorm, which assumed the proportions of a cloudburst, in the country between Renner and Baltic, in this (Missouri) county, Sunday afternoon. The storm extended almost to Baltic. The fall of water was heavy and some of the grain on hillsides was washed out.

Knights of Pythias Assemble. LEAD, S. D., June 4.—(Special.)—Two hundred and fifty delegates are here today to attend the twelfth annual state convention of the Knights of Pythias. A speaker will be given the visitors tonight by the local order. It has rained all day, but fair weather is promised for tomorrow. One hundred and fifty delegates came from eastern South Dakota.

Hill Damages Gardens. YANKTON, S. D., June 4.—(Special.)—This section of the country has been receiving a good deal of rain the last few days. On Sunday a thunder storm broke about noon and lasted a short time. With it came considerable hail, which did some damage to garden truck. The corn is all planted and reaping the benefit, as well as the other crops.

Eight Miners Suffocated. IRON MOUNTAIN, Mich., June 4.—By the explosion of a quantity of powder and the suffocating fumes that followed, eight men were killed early today in the seventh level of the Ludington shaft of the Chapin mine. Sixty miners were in the mine when smoke began pouring from the mouth of the shaft. Res