to arise, and together they assisted Secretary Cortelyou.

Roosevelt Hurt, but Calm.

The president's lip was cut and blood was flowing from the wound. His clothing was much disarranged and he was severely shaken up. Secretary Cortelyou had a severe wound in the back of his head, from which blood was flowing freely. The president quickly regained his composure and the three soon after repaired to the residence of Charles R. Stevens near the scene of the accident.

Mr. Craig's body was found just behind the car. His shoulders and chest were crushed and the body frightfully mangled. Driver Pratt was found unconscious in the road. His shoulder was dislocated, his ankle sprained and his face badly cut and bruised. He was immediately placed in the carrage and taken to the House of Mercy, where he was attended by Drs. Flynn and Paddock, who tonight say that he will recover. Agent Craig's body was taken to the residence of Mrs. A. B. Stevens, adjoining the house to which the president had repaired with Governor Crane and Secretary Cortelyou, and later was removed to undertaking rooms in this city.

But a few moments after the collision Drs. Colt, Thomas and Woodruff arrived and attended the president and his secretary. Half an hour later the party appeared and resumed the journey. An anxious crowd meanwhile surrounded the house and the president stopped long enough to assure the people that he was not injured in the least and to express his great grief at the death of Agent Craig.

Arrest Motorman and Conductor.

Chief Nicholson of the Pittsfield police and Daniel Ryan, an officer of the New York City department, who is on his vacation in this city, were driving about 100 yards ahead of the president's carriage and were among the first to reach his side after the collision. They immediately placed under arrest the motorman of the car, Euclid Madden, and Conductor James Kelley, and they were later taken to headquarters in this city.

Governor Crane, in relating his experience, says he heard the gong of the approaching car in ample time and he immediately arose and warned the motorman to stop. He says the man apparently paid no attention to his signal or to those of the troopers alongside and the car continued until it struck the carriage with great force. No one on the car seemed able to explain how the accident happened. Even the motorman and persons on the front seat are unable to tell why it was not avoided. They claim that Driver Pratt turned to cross the track sooner than teams ordinarily make the turn, but this he was forced to do because his team of four horses required more room and the troopers on the right of the carriage also needed space.

Motorman Madden and Conductor Kelley remained in the station from 10 o'clock this morning, when they were taken under arrest, until 6:20 this evening, when bail was furnished. The charges against them are manslaughter. Bail for the motorman of $5,000 was furnished by ex-Alderman Maurice J. Madden, his brother, and Patrick H. Dolan, manager of the Pittsfield Street Railway company. Kelley was bailed in the sum of $2,500 by Mr. Dolan. Kelley is 25 years old, single and has been employed on the railway for three years. Motorman Madden is 12 years old and has a wife and five children.

Manslaughter the Charge.

Madden and Kelly will probably be arraigned tomorrow on the charge of manslaughter. It is likely that the case will be continued for a week or more and in the meantime an inquest will be arranged for. The defense will present no evidence and the men will be held for the grand jury.

George and Hugh Craig of Holyoke, Mass., brothers of William Craig, the victim of the accident, arrived here tonight and are in consultation with the authorities. It has been decided to take the body to Chicago for interment, that city being Craig's home, and the brothers will probably start west with the body tomorrow afternoon.

In arranging the program for the day Mayor Engler had requested all business to be suspended in the city during the time the president was there and also had made special requests of the Pittsfield street railway that it suspend business on North street during the exercises at the park and while the president was driving to that point. He also asked the management of both street railway companies in the city to be especially careful of running all cars on all streets through which the procession would pass.

Story of an Eye-Witness.

Frederick S. Clarkson, an eye witness of the accident, said he had gone to the top of Howard hill for the purpose of securing a photograph of the president's carriage. He was near the Howard house, he says, when he saw the party approaching. He saw the horses as they turned from the west to the east, just as they reached the culvert. The car he saw coming at a fast rate of speed but a short distance behind. He says he saw that in a moment an accident must occur, because the car was going at such a rate of speed that it could not be brought to a standstill without a collision. In his opinion the car was about 100 feet to the rear when the leading horses on the carriage were turned onto the track to cross. He heard considerable yelling just before the crash and he believes it came from the mounted men. He saw the car strike the rear wheel of the carriage on the left side, ploughing it along and striking the front wheel on the same side and then the wheel horse on the left side, upsetting the vehicle and throwing the driver and officer from the box to the ground. He says it was very dusty at that place. He says he saw the president thrown out and the governor assisted to his feet. Mr. Clark says he saw him walk to where the motorman was standing after leaving the car and speak to him.

Motorman Says He Did All He Could.

Euclid Madden, the motorman, in telling his story says that the car had motors of sixty horse power. The car is not fitted with air brakes. He says that as he passed over the railroad bridge about 350 feet from the accident, he shut off the power and put on the brakes, the car then being on a down grade. He says there were teams on both sides of the track and he was exercising every care. In his opinion the car was not running over eight miles an hour; he received no warning to stop and did not see the mounted men or Governor Crane waving their hands to come to a standstill. According to Madden's story there was plenty of room for the president's carriage to have passed on the west side of the trolley track and he would haveplenty of time after the car passed the president's carriage before the turn was made to the east side of the road. He said the lead horses were turned short across the track. He could not tell just how the car struck the carriage, but he says he reversed the power and went for the brake just as quickly as possible when he saw the horses on the track. He said it was dusty and he saw with difficulty what was going on.

The statement of Kelly, the conductor, is much the same as that of Madden. He said he saw no warning given.

No Order to Run Through.

Mr. James W. Hull, one of Pittsfield's most prominent citizens, and a director of the road, who was on the car at the time was seen in this city tonight by a representative of the Associated Press with reference to a report that the motorman was under special instructions from him to run through to the Country club without stopping.

Mr. Hull said: "The report that the motorman was under instructions from me is false. There is not the slightest reason for such a story. I cannot express an opinion as to the responsibility for the accident. I was a passenger on the car, but hardly realized what had happened until it was over. Mr. A. W. Eaton, a director of the Berkshire Street railway, was sitting directly in front of men and I was engaged in conversation with him. I did not know the president's carriage was ahead of us. Suddenly my attention was attracted by people rising up in the front part of the car, and I looked up in time to see the leading horses of the president's carriage come onto the track ahead of us. My first thought was that the car could be stopped in time to avoid a collision, but in the next second I realized that this was impossible and that an accident was imminent. Then the crash came, followed by tumult on every side."

Ends New England Tour.

BRIDGEPORT, Conn., Sept. 3.—President Roosevelt ended his tour of New England here today after his thrilling experience at Pittsfield, Mass. He remained about an hour and a half and was escorted to a stand in Seaside park, where he had intended delivering an address to workmen. Here he excused himself from making any speech because of the accident, and at his request his carriage was hurried away from his escort in order to allow him to board the yacht Sylph, where Mrs. Roosevelt and his son Kermet embraced him.

After bidding farewell to Dalton this morning the president, with Governor Crane and Secretary Cortelyou, went across the country to Pittsfield, where he received a hearty greeting. His remarks were confined largely to a dissertation on the spirit which actuated those who entered the union army in 1861, drawing the lesson that if the same spirit was shown now there would be better citizenship. The president then started on the long drive to Lenox and Stockbridge, which ended so disastrously a short distance out from Pittsfield.

Has to Disappoint Crowds.

As soon as it became evident that the president was not seriously hurt and after he had given directions for the disposition of the body of the faithful Craig, the president resumed his journey. Lenox was reached about 11:15 a. m., and his passage through the town, which had made elaborate preparations for his entertainment, was in silence. He tarried but a moment, the swelling on his right cheek causing him considerable discomfort, but so as not to disappoint the people he spoke a few words to them, telling of the accident, and saying he would make no address. Then he passed on to Stockbridge, where, too, the people were ready to make his entry a notable occasion. Speaking from his carriage, his right eye almost closed and getting very black, he said that for the same reasons given at Lenox he would be unable to deliver an address.

The departure of the president from Stockbridge was pathetic. There were no cheers, no waving of flags or handkerchiefs, only a word here and there to break the death-like silence. Brief stops were made at Great Barrington, Mass., and New Milford, Conn. On the way here Dr. Lung applied hot cloths to the president's face, which reduced the swelling considerably. The president, though badly shaken up, kept his nerve and was in good spirits, although he repeatedly referred to the loss of Craig, and said but for that deplored fact he would regard the accident to himself as simply one of the incidents of the trip.

Journey is Continued.

STOCKBRIDGE, Mass., Sept. 3.—President Roosevelt arrived in Stockbridge shortly before 12 o'clock, having driven leisurely across the country from Lenox. The people had turned out to give him a welcome, but the news of the accident had preceded him. His face was badly swollen and he was no doubt suffering pain, but not to disappoint the crowd, many of whom had driven some distance to see him, he stopped just long enough to say a few words. He spoke as follows:

I presume you have heard that our party met with an accident in which one man was killed. Therefore, I shall not address you beyond thanking you for your kind reception and request that you make no applause or demonstration of any kind.

The president went immediately to his train, which left as soon as he got aboard.

The president was calm and collected, and deplored the death of Craig.

"He was the most faithful man I ever knew," said he. "My children fairly worshiped him."

When Craig saw the impending danger and that a collision could not be averted he was heard to say: "Oh, my God," and then he was hurled through the air and fell under the wheels, his head and body being mutilated almost beyond recognition. On the right of him was the driver, Pratt, who was thrown a distance of twenty-five feet. The president asked the motorman: "Why were you running your car like that?" which brought only the response: "Because I had the right-of-way."

all in the carriage would surely be killed.

Governor Crane suggested that the best thing for him to do would be to go to his train at once. Another carriage was procured and, in company with Governor Crane, Secretary Cortelyou and Representative Lawrence, the start was made for Lenox. By the time the president reached there the people of the town were in a state of consternation. The swelling on the president's face was getting greater all the while, but he kept his appointment at the Aspinwall hotel, where he referred to the accident, assuring the people that he was not badly hurt and requesting them not to applaud.

GREAT BARRINGTON, Mass., Sept. 3.—The reception to President Roosevelt was silent, in conformity to the wishes of the executive.

After a few moments the president appeared on the rear platform of the car and spoke a few words to the people. He thanked them for their evidences of interest and said that on account of the accident he would not make an address. The president plainly showed in his manner the seriousness of the experience through which he had passed.

Effect in Wall Street.

NEW YORK, Sept. 3.—News of the accident to President Roosevelt and his party was received in Wall street shortly before 11 o'clock. The first reports were more or less conflicting and a general decline in the stock list followed, although at no time was the market panicky. The downward tendency was checked as soon as it became known that the president's injuries were not serious and a rally followed.

CHICAGO, Sept. 3.—William Craig, secret service agent who met his death in the collision between the trolley car and President Roosevelt's coach near Lenox, Mass., today, was a Chicago man. He was at one time connected with Armour Institute as an instructor in physical culture. As a broad swordsman he had a national reputation. His first work as an agent of the government secret service was done in this city under Captain Porter. He was appointed September 22, 1900, was later transferred to Birmingham, Ala., then to Pittsburg, and because of his excellent service, was finally sent to secret service headquarters at Washington. He leaves a widowed mother and one sister, who now reside at 4334 Calumet avenue, in this city.

When the president was traveling Craig always was in his immediate vicinity in moving through different towns and cities. He generally obtained a place on the president's vehicle, sitting with the driver, as he did today when the accident occurred. Craig was 48 years of age and was a noted athlete. He came to this country twenty-five years ago from Scotland, where he was born. He talked with a Scotch-Irish accent. He was a giant, weighing 218 pounds.

Consternation in Washington.

WASHINGTON, Sept. 3.—The news of the accident to the president's party was received here with consternation, and in all circles there was a clamor for details. It was hard to reassure many of the officials, who feared that even if not seriously injured, according to the first reports, the president or Mr. Cortelyou might have sustained internal injuries. Mr. Cortelyou late in the evening announced the safety of the party, excepting poor Craig, which announcement went far to relieve the apprehension.

ROOSEVELT DOESN'T MIND IT

He is at Work at Oyster Bay and Will Go South on Scheduled Time.

OYSTER BAY, Sept. 3.—President Roosevelt returned at 5:30 tonight but little worse for his thrilling experience this morning. His right cheek is swollen, there is a black bruise under his right eye and his mouth is slightly swollen. Otherwise he shows no effects of the accident. He will go south the latter part of the week, according to the original schedule, and will be accompanied by Secretary Cortelyou, who, while considerably shaken up, expects that his injuries will not incapacitate him from duty. Mr. Cortelyou's nose is badly bruised, there is a lump on the back of his head and bruises behind his left ear and on his body.

The president says he may have his first public appearance with a black eye and a swollen face, but the accident has not interrupted his work for ten minutes and it will not interrupt his southern trip. The president is pledged to attend the annual conference of the Brotherhood of Locomotive Firemen at Chattanooga, Tenn., Monday and he would not on any account disappoint the brotherhood. It is a well known fact that the president holds railroad men in very high regard and he anticipates great pleasure in meeting the brotherhood of firemen next week. The president was busily engaged tonight in signing commissions and disposing of work that had accumulated during his absence.

Mr. Roosevelt was sincerely attached to Craig, the secret service man who lost his life today, because of Craig's personality and because of the attachment the children felt for him, and he is sincerely grieved at Craig's death. Apart from that event the president is not affected by his experience. The president feels that the conduct of the motorman of the car that wrecked the carriage was criminal, unless the trolley had gotten beyond his control, and the president can hardly believe this was the case, because as soon as the car struck the carriage it stopped.

The president did not allow the accident to interfere with the carrying out of the pre-arranged program, except that he made no speeches. Mrs. Roosevelt had arranged in advance to meet the president in Bridgeport and this she did, going there in the yacht Sylph, accompanied by two of the children and Assistant Secretary Loeb. When Mrs. Roosevelt learned of the accident she telegraphed Mrs. Cortelyou, who was at Hempstead, to come to Sagamore Hill and meet Mr. Cortelyou. This she did and Mr. and Mrs. Cortelyou lined with the president and Mrs. Roosevelt, leaving on a late train for their summer home at Hempstead.

Grand Duke Boris will be the president's guest a few hours tomorrow.

FOREIGN PRESS IS PLEASED

Considers Roosevelt a Leader Who Can Ill Be Spared at This Time.

LONDON, Sept. 3.—The escape of President Roosevelt has universally called out in the London dailies congratulatory and eulogistic editorials and unanimous expressions of England's thankfulness that the president was spared to his country.

The Daily Telegram says: "President Roosevelt has taken in his time many risks, but he never cheated death by a narrower margin. A singularly dramatic moment such as this occurrence will confirm among the mass of the American people the feeling that Roosevelt is, in the best sense of a once suspected word, their 'man of destiny.'"

This occasion is seized as an opportunity for the publication of general reviews of the president's personality and the critical political period facing the United States. The Daily Telegram, the Standard and the Daily Chronicle all rank President Roosevelt with Emperor William as the world's two most interesting and picturesque figures.

The Daily Chronicle says: "In range President Roosevelt is at least Emperor William's equal and in solidity and depth he probably excels the German emperor. His life is one that the world no less than America could ill afford to lose. Perhaps at no time, except during the civil war, has the United States been in greater need of a statesman of the character of President Roosevelt than it is today."

Emperor William's Thought.

POSEN, Prussian Poland, Sept. 3.—Extra editions of the newspaper giving accounts of the accident of President Roosevelt and his party spread the news throughout this city at 10 o'clock tonight. The correspondent of the Associated Press has been informed that Emperor William expressed great regret upon hearing of the occurrence, but said he was glad to know that President Roosevelt had been only slightly injured.

New York Carpenters Walk Out.

NEW YORK, Sept. 3.—Seventy-five hundred out of 13,000 carpenters connected with the New York district council of the United Brotherhood of Carpenters and Joiners have struck for an advance in wages of from $4 to $4.50 a day. Thirty-five hundred of the strikers won their demands almost immediately. The Master Carpenters' association has decided to refuse all demands.

Convention of Remington Agents.

NEW YORK, Sept. 3.—(Special Telegram.)—A party of seventy-five managers of the Remington Typewriter company, representing all countries of the world, left the Grand Central station tonight on a special train for the Mount Washington hotel, White mountains, where they will hold a three days' convention, celebrating the twentieth anniversary of the company.

PEDDLE TOM JOHNSON'S FACE

Boosters of Ohio Convention Distribute Presidential Photographs.

PREACHER HEADS THE STATE TICKET

Rev. Bigelow, as Candidate for Secretary of State, is to Tour with Presidential Aspirant, Talking Day and Night.

For Secretary of State.....
.....HERBERT S. BIGELOW, Cincinnati
For Supreme Judge.....
.....MICHAEL DONNELLY, Napoleon
For Food and Dairy Commissioner.....
.....PHILLIP H. BRUCK, Columbus
For Member of State Board of Public Works....JOSEPH J. PATER, Hamilton

CEDAR POINT, O., Sept. 3.—The democratic state convention here today was principally the occasion of booming its presiding officer, Mayor Tom L. Johnson, for the presidency and introducing into Ohio politics Rev. Herbert S. Bigelow, pastor of the Vine Street Congregational church at Cincinnati. The former has been conspicuously before the public as congressman and delegate to national and other conventions for years, but the latter was not so well known until he was today made the standard-bearer of his party.

The convention was in session less than three hours and had only one ballot, most of the time being devoted to speeches and that of Rev. Bigelow was conceded to be the feature of the occasion. It was a Johnson convention throughout. The platform was adopted as it came from him through the committee. The state central and executive committees were both organized as he suggested and the state ticket, with a single exception, was nominated by acclamation as slated by the Johnson men. The chairman was made the hero of the day in every possible form of demonstration. Men passed through the audience with valises full of buttons bearing the picture of the chairman of the convention and the inscription "Tom Johnson in 1904." There were bushels of those prospective souvenirs given away.

Provides for His Neighbor.

The only contest for a nomination in the convention was for food commissioner. Ex-Mayor Bruck of Columbus was nominated over Senator Krause of Cleveland, the neighbor and personal friend of Johnson. The latter had been told that he was going too far in urging the nomination of a personal friend for a minor state office, but once committed to Krause he stuck to him to the last. During the ballot the Bruck men objected to votes cast for Krause by proxies after the delegates of certain counties had left for home and Johnson ruled against his friend Krause, insisting that no votes could be cast except by delegates present in person. Bruck got the support of all the Germans and ex-soldiers who were in the convention, and through an excellent organization broke the Johnson slate, thus causing the only scene of old-time contests that there was on the proceedings.

Mayor Johnson, with his big tent, opens the campaign at Loraine next Saturday and the convention voted to have delegates present from as many counties as possible. Chairman Frey stated that the state committee had already arranged to have Bigelow speak in every county and that Johnson and Bigelow would now fill engagements every day and night until after the November election.

NAME LANE FOR GOVERNOR

California Democrats Decide that Sacramento City Attorney is a Good Offering.

SACRAMENTO, Cal., Sept. 3.—Franklin K. Lane, city attorney of San Francisco, was today nominated for governor by the democratic state convention on the first ballot. The vote stood: Lane, 445; J. V. Coleman, 195; Thomas O. Toland, 47. John K. Law of Merced was nominated for chief justice by acclamation. A synopsis of the platform follows:

The convention today adopted a platform denouncing the protective tariff and the trusts as inimical to the best interests of the people; favoring the complete exclusion from all American territory of Chinese; demanding the enactment of laws, state and federal, prohibiting the issuance of injunctions in labor disputes, infringing upon the rights of free speech, free assemblages and freedom to organize. The platform endorses the construction of the isthmian canal and favors legislation looking to its early completion; favors an eight-hour day for all government employes and the construction of government vessels in government navy yards.

Other nominees are: Associate justices, E. C. Farlsworth, jr., of Tulare, N. K. Bowdeum of Santa Clara; secretary of state, Alexander Rosebrough, Alameda; comptroller, F. W. Hartley, San Francisco; attorney general, W. A. Getts, Sacramento; treasurer, S. H. Brooks, Contra Costa.

The convention expresses its regrets at the death of President McKinley in the following paragraph: "In common with all citizens of this nation, we deeply deplore the death of the late President William McKinley and we tender our heartfelt sympathy and condolence to his beloved and devoted wife."

WISCONSIN PLUCKS THE ROSE

Democrats Will Train a Mayoralty Sprig from Hoppesville for Governor's Chair.

MILWAUKEE, Sept. 3.—Mayor David S. Rose of Milwaukee was nominated for governor of Wisconsin by the democratic state convention late tonight on the first ballot. John W. Wattawa of Kewaunee was the unanimous choice for lieutenant governor. The remainder of the ticket will be named tomorrow.

The keynote of the convention was sounded by the permanent chairman, Thomas M. Kearney of Racine, who arraigned the state administration and delivered a tirade against the proposed primary election measure. The convention was conspicuous for the large number of gold democrats in attendance, indicating the patching up of all past differences.

At the conclusion of Permanent Chairman Kearney's speech, at the afternoon session, a cry went up for a speech from Senator Vilas. Mr. Vilas responded and spoke of democracy as the party of the people and the only party which could right the many wrongs inflicted upon humanity. He denounced trusts, criticised the national administration and counselled the democracy of Wisconsin to set an example which could be followed by the nation at large. The convention then, at 5:30, took a recess until 7 o'clock.

At the opening of the evening session Chairman Kearney recognized Mayor Burt Williams of Ashland, who presented the following resolution, which was adopted unanimously:

Resolved, That the democratic party in convention assembled expresses its regret and sorrow over the untimely death of President McKinley and an abhorrence of the doctrine of anarchy, of which his death was the result.

Further resolved that we received with deep gratitude news of the escape of our nation's president, Theodore Roosevelt, from severe injury in the accident of this day.

The report of the committee on platform was then received and was adopted with but one or two dissenting votes. The platform is devoted almost wholly to state issues. It is declared that "the republican party of history has been driven from the political field in Wisconsin, by an organization entrenched in political power, which has debauched and will continue to debauch the public service for the accomplishment of political and personal ends."

The tax laws proposed by Governor La-Follette, the republican nominee, and his plan to abolish nominating conventions and substitute primary elections are particularly condemned.

Of national issues the platform discusses only the trust question, saying:

Appreciating the burning and pressing necessity for relief from the extortions to which the people are subjected we condemn the republican party for the enactment and maintenance of a tariff law which fosters trusts and enables certain combinations and corporations to charge American consumers exorbitant prices for the products of their factories while selling the same class of goods to European consumers at greatly reduced prices. We point to the business methods of the steel trust as a striking example of the infamous workings of certain schedules of the Dingley tariff law. It is a notorious fact that this trust is selling the products of its factories to European consumers at prices ranging from 25 to 40 per cent less than it charges American consumers for the same class of goods. Any law which thus permits American manufacturers to rob American consumers, either directly or indirectly, is wrong in morals, un-American, undemocratic and subversive of good government, and so far as it so operates we demand its immediate and unconditional repeal.

FOR VERMONT LEGISLATURE

Election of Governor is Left Over, with McCullough a Probable Winner.

WHITE RIVER JUNCTION, Vt., Sept. 3.—With practically full returns from the election of yesterday, one town out of the 246 towns and cities having failed to report its vote, the result of the gubernatorial vote is figured tonight as follows: General John McCullough (rep.), 31,310; Felix W. McGettrick (dem.), 7,240; Percival W. Clement (high license), 28,067; Joel O. Sherburns (prohibition), 2,548.

Since a majority over all is necessary to elect, there has been no choice of governor and lieutenant governor and the election will be thrown into the general assembly, which meets in October next, and in this body the friends of McCullough claim he will have a majority of sixteen over all the other candidates.

With complete returns from 246 cities and towns of the state the result of yesterday's gubernatorial vote is figured as follows: General John McCullough (rep.), 31,778; Felix McGettrick, (dem.), 7,280; Percival W. Clemens (high license), 28,117; Joel R. Sherbun (pro.), 2,525.

SUICIDE'S RESCUER DROWNS

Lifeboat from Steamer Christopher Columbus Capsizes and One of the Crew Sinks.

CHICAGO, Sept. 3.—An unidentified man jumped from the deck of the steamer Christopher Columbus shortly after leaving Milwaukee this afternoon. In an attempt to rescue him one of the steamer's lifeboats was swamped, throwing six men into the water and drowning John White, one of them. The first mate of the steamer was rescued half an hour later in an unconscious condition, after floating a mile from the steamer on a life preserver. The other men were rescued without much difficulty. The suicide was a young man. Nobody on board knew his name.

DEATH RECORD.

Charles V. Dimon, Table Rock.

TABLE ROCK, Neb., Sept. 3.—(Special.)—Charles V. Dimop, who has resided in Table Rock and vicinity for forty-five year, died at an early hour yesterday morning at the age of 76 years. He came here from Susquehanna county, Pennsylvania, in 1857. He leaves an aged wife and an adopted daughter. Last April the couple celebrated their golden wedding at this place. Funeral services will be held today at the Methodist Episcopal church, to which he belonged half a century.

Old Settler of York.

YORK, Neb., Sept. 3.—(Special.)—William Owen, a highly respected and aged citizen of York, died Monday morning at 7 o'clock, the deceased having suffered from paralysis for a number of years, and his death was not unexpected. He was born in Orange county, New York in 1827, removing to York county in 1882, residing here since that time. He leaves a wife and three sons, one of the latter being T. P. Owen of this city.

Miss Pearl Allison.

YORK, Neb., Sept. 3.—(Special.)—Miss Pearl Allison died Monday afternoon at 3:30 o'clock of typhoid fever. She had been sick for over three weeks and her suffering was intense. Had she lived until October 20 she would have been 19 years of age. The funeral services will be held this afternoon at the Baptist church at 3 o'clock.

Mrs. John Lebade, Creighton.

CREIGHTON, Neb., Sept. 3.—(Special.)—Mrs. John Lebade, a long-time resident of this place, died here at 3:25 p. m. yesterday of inflammation of the bowels. Deceased was married to John Lebade February 20, 1891.

Edward Eggleston, Author.

NEW YORK, Sept. 3.—Edward Eggleston, the author, died at Jones Lock, Lake George, today.

Death List Not So Long.

EL PASO, Tex., Sept. 3.—The latest information of the wreck on the Mexican Central railroad, near Bermejillo, is to the effect that three Mexican passengers and Engineer Kroonig were killed. The first report stated that many passengers had been killed and a long list injured. The train ran into a washout and was ditched.

Suffocated in a Well.

CHILLICOTHE, O., Sept. 3.—Lynn Parket, white, and James Wright, colored, were suffocated in an unused well near here today while vainly trying to save a young man named Ater. Ater was suffocated while working in the well and called for help.

USEFUL ANYWHERE.

A Way to Prevent Car Sickness.

A gentleman describes how he prevents car sickness. He says, "About one year ago I took a trip to California for my health. I had always suffered greatly when traveling and have been unable to eat ordinary food. A friend who knew this advised me to take Grape-Nuts with me and I purchased a number of packages.

"During the entire journey of five days I ate nothing but Grape-Nuts prepared with milk and sugar and I gained strength steadily and suffered no illness whatever, besides at the end of the journey I found to my delight that I had gained five pounds in weight.

"I consider Grape-Nuts the best food in the world, it keeps perfectly, is not bulky and is easily digested, is strength-giving and far preferable in every way to ordinary food." Name given by the Postum Co., Battle Creek, Mich.

There is one sure way to prove whether or not Grape-Nuts does rebuild and strengthen the brain. Try it ten days or two weeks. Thousands know it does, from actual experience but everyone should make the trial himself.

ENEMY BOMBARDS THE COAST

Third Attack is Most Effective Since Beginning of Maneuvers.

LANDING FORCE IS EASILY REPULSED

Naval Vessels Handled in Magnificent Manner and Both Army and Navy Are Claiming the Victory.

FORT TRUMBULL, NEW LONDON, Conn., Sept. 3.—Early this morning the naval enemy made its third attack on forts of the New London district. It is said to have been the most effective as well as the most spectacular move that has taken place since the maneuvers began. The firing began at 4:50 and continued almost incessantly for two hours, being directed at Fort Wright, Fisher's Island. The attacking squadron was composed of the battleships Kearsarge, Alabama, Massachusetts and Indiana.

The sun was well up when the four ships were seen coming from the direction of Gardiner's bay, where they were at anchor last night. Just as soon as the first ship was within firing distance it was fired upon from Fort Michie, but no attention was paid to this warning, for the ships came right along, heading in the direction of Fort Wright, it seemingly being the purpose to capture that strongly fortified place, believed to be capable with the aid of Forts Michie and Terry of coping with the strongest fleet afloat.

The ships kept pretty well out in passing Race Rock light, but made no attempt to enter into an engagement with either Michie or Terry, very few guns being fired from these forts during the two hours of fighting. It was a determined attack on Fort Wright and the firing of guns and mortars at the fort was kept up incessantly as the four ships formed in line of battle and sailed slowly by the fort, exchanging shot for shot, as far as possible.

Ship Begins Bombardment.

Before attacking the fort the ships made a detour and then swung well in toward Fisher's Island and commenced the bombardment after two ships had taken position at the front and rear of Fort Wright.

Colonel Davis, commanding the district, was at the signal station. The firing was kept up for about half an hour, when the ships sailed well out toward the race again, the defenders believing the ships were to retreat in the direction whence they came.

Suddenly the ships turned and again made a vigorous attack on Fort Wright, this time attempting to make a landing. One of the big ships drew in pretty close to the forts and with rapid-fire covered the landing party, but in opposition to this movement the Gatling guns at the fort were brought into requisition and the landing party was evidently repelled, or rather that particular phase of this attack was not considered successful. After the conclusion of this second attack. After ships steamed out into the race and back in the direction of Block island.

Both on the passage to and from Fort Wright the ships made attacks on Fort Mansfield at Napatree point and it is quite likely that Mansfield will be considered as having been reduced by the enemy, and perhaps the enemy will claim Fort Wright, for the ships certainly did put up the fiercest kind of a fight.

Fire is Very Effective.

The ships were handled skillfully and their fire was very effective. Still army officers claim that Fort Wright was competent to cope with four battleships, even without assistance from Forts Michie and Terry. The latter forts did not take a very active part in the maneuvers this morning, perhaps not over twenty shots being fired from both these forts at the battleships engaging with Fort Wright.

The result of this morning's conflict will not be known until after the umpire's report and perhaps it will be the occasion of much discussion on the part of the board of arbitration. It was a most magnificent attack and able defense, from the strategists' standpoint.

After a hot battle, lasting several hours, the invading vessels left the bay to rejoin the squadron. The result is in doubt and will be until the official reports are made. Colonel Drye claims the victory for the army. He asserts that the hostile fleet was disabled, driven off and defeated.

Fleet of Ships Sighted.

CUTTINHUNK (Via Pasque Island), Mass., Sept. 3.—A fleet of eight war ships was sighted this morning moving from the westward toward New Bedford. Among them were Olympia, Gloucester, Brooklyn, a cruiser not identified, Mayflower and the tugs Leyden and Nina. The fleet was west of Cuttihunk at 8 o'clock and Puritan had joined the other vessels.

The fleet worked itself up toward Buzzards bay and when off the eastern approach of New Bedford opened fire. This was about 8:15 o'clock. The guns from the fortifications responded promptly.

Reports Victory Over Ships.

FORT TRUMBULL, NEW LONDON, Conn., Sept. 3.—The first dispatch following this morning's engagement off Fort Wright was received by Major General MacArthur shortly after 9 o'clock as follows:

PROSPECT HILL, FORT TRUMBULL, Sept. 3, 9:10 a. m.—Commander Fort H. O. Wright reports first ship, Kearsarge, put out of action at 5:20. The second ship, Massachusetts, put out of action at 5:30; the third ship, Alabama, put out of action at 5:35 a. m. All the ships were afterward repeatedly fired upon by all the guns at short range, 3,000 and 4,000 yards, and could have been declared out of action several times. Indiana also put out of action at 6:30 by fire from Fort Michie.

DAVIS, Commanding District.

The excellent signal service of the army was again well demonstrated this morning as headquarters had at all times knowledge of the whereabouts of the enemy.

News from Block Island tonight gives information that the detachment of signal men in charge of Lieutenant Snell, Connecticut National guard, were again in possession of the station, the captors having evidently returned to their ships.

All was reported quiet late tonight. It was believed the ships were concentrating at Newport and an attack would be made there before daylight or perhaps the attack would be deferred to give the jackies a needed rest.

No Immediate Attack.

NEW LONDON, Conn., Sept. 4.—General MacArthur left headquarters at Fort Trumbull at 12:30 this morning feeling satisfied that no attack would be made on the forts in this district, although it is barely possible that a feint will be made in the vicinity of Fort Terry early in the morning. The movements of three vessels would indicate this, the object being to draw attention from the feared attack on Newport. From noon to midnight nothing of importance was received at headquarters, save the hourly report of the location of the whole or a part of the enemy.

BROOKLYN GETS A BRUISING

Coghlan's Flagship Strikes a Rock in Buzzard's Bay and is Damaged.

NEWPORT, R. I., Sept. 3.—Word was received here tonight that Brooklyn, flagship of Rear Admiral Coghlan, on leaving New Bedford this afternoon ran onto a rock not far from Dumpling lighthouse. It came off after awhile, but is thought it is injured. Olympia, Puritan and Mayflower were sent on to Block Island, the naval base, while Peoria and the tug Leydon remained with Brooklyn.

There will be a long consulation of captains to decide what shall be done with Brooklyn, and tomorrow divers will be sent down to examine the vessel's bottom. Should the injuries appear as serious as now believed the cruiser will be obliged to go to New York for repairs. It is well known that Buzzard's Bay is a dangerous piece of water, and it is seldom that vessels as large as Brooklyn go up without a local pilot. The accident was therefore not unexpected by mariners familiar with the waters. It is claimed by those on board Brooklyn that the rock on which the cruiser ran was not indicated in the charts.

NEW YORK, Sept. 3.—A dispatch to the Staats Zeitung from its correspondent on board Brooklyn says: After attacking Fort Rodman this morning Brooklyn struck a rock in six fathoms of water. Two of its plates and frames were bent in and the seams between two compartments were opened slightly, but the cruiser made little water. One small pump was sufficient to control it. At no time was there danger and the damage was not considered serious.

It will probably go to New York to be thoroughly examined.

"The descipline on board was magnificent when it struck. All compartment and hatch doors were immediately closed, and everybody was cool. The officers in the wardroom mess were about going into lunch when suddenly the ship seemed to jump and listed to starboard and settled. It came off very soon. Four of the officers were on the bridge with the admiral himself. They had taken bearings, knowing that the cruiser was in rocky waters and were congratulating each other that they had passed, according to the chart, all danger of hitting a rock, when the crash came. The other ships were signalled to keep away from the dangerous spot and steps were taken to make the spot where the hidden rock is located. An investigation into the accident has begun.

LADY MANAGERS ARE TO MEET

St. Louis World's Fair Board to Convene and Effect Permanent Organization on September 29.

ST. LOUIS, Sept. 3.—A call for a meeting of the board of lady managers of the world's fair, to be held in St. Louis on September 29, to organize, has been made by Secretary Joseph Flory of the national committee.

Consideration of the rules to govern the actions of the board is now occupying the attention of a special exposition committee, composed of Directors C. W. Knapp, Nathan Frank and A. L. Shapleigh.

It is the intention of the committee to refer the rules to the executive committee in time for transmission to the national commission for its adoption before the meeting of the board of lady managers.

General Debility

Day in and out there is that feeling of weakness that makes a burden of itself.

Food does not strengthen.

Sleep does not refresh.

It is hard to do, hard to bear, what should be easy,—vitality is on the ebb, and the whole system suffers.

For this condition take

Hood's Sarsaparilla

It vitalizes the blood, gives vigor and tone to all the organs and functions, and is positively unequalled for all run-down or debilitated conditions.

HOOD'S PILLS cure constipation. 25 cents.

Will Make Affidavit

New Lease of Life for an Iowa Postmaster.

Postmaster R. H. Randall, Dunlap, Ia., says: I suffered from indigestion and resulting evils for years. Finally I tried Kodol. I soon knew I had found what I had long looked for. I am better today than in years. Kodol gave me a new lease of life. Anyone can have my affidavit to the truth of this statement." Kodol digests your food. This enables the system to assimilate supplies, strengthening every organ and restoring health.

Kodol Makes You Strong.

Prepared only by E. C. DeWitt & Co., Chicago. The $1. bottle contains 2½ times the 50c. size.

ONE MINUTE Cough Cure

Cures quickly. That's what it's made for.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLEXION. Purely Vegetable.

CURE SICK HEADACHE.

AMUSEMENTS.

MUSICAL FESTIVAL. CAVALIERE EMILIO RIVELA, Director. Fifty-five Musicians. EVERY AFTERNOON 2:30 o'clock. and EVENING 8:15 o'clock. AT AUDITORIUM PAVILION, Fifteenth and Capitol Ave. General admission, 25c. Reserved seats, 10c extra. Matinee, 25c.

ROYAL ITALIAN BAND. Twenty Soloists.

HOTELS.

The MILLARD 15th and Douglas Sts. OMAHA, NEB. Omaha's Leading Hotel. SPECIAL FEATURES: LUNCHEON, FIFTY CENTS, 12:30 to 2 p. m. SUNDAY 5:30 p. m. DINNER, 75c.

Steadily increasing business has necessitated an enlargement of the cafe, doubling its former capacity.