THE GREAT FLOOD

inside has been more or less injured. Furniture in many cases is ruined, books and papers rendered useless, windows are all driven in, and loosely constructed outbuildings swept away. Even the main structures themselves are in some danger, as the loose bottom lands, either made ground or the silt of centuries, have evidently been cut up to a fearful extent, and the rivers may have even undermined the foundations, or at least driven out the mortar from between the bricks.

The railways are still without the slightest means of estimating their losses. A few of the tracks are indeed above water, and of course the damage to the bridges is calculable, but the hundreds of cars, the scores of engines, the stored freight, must all be examined before even preliminary figures can be hazarded. The tracks themselves will have to be practically rebuilt, that much is certain, and it is hoped that the companies will consent to either elevate them or remove them from the bottoms altogether.

New Union Depot Urged.

For some years the people of Kansas City have been agitating for a new union depot, but the expense, coupled with the difficulty of deciding on a common site, has so far postponed any decision. It is pointed out now that an opportunity has come to grant the boon with the minimum expense and at a time when rival claims to site recognition will be pressed with less vigor. However this may be, heroic efforts are already being made to care for the multitudes anxious to get in and out of the city. The tiny Milwaukee station, where twelve trains are normally operated in a day, is caring for 137. Its meagre platform is packed all day with a black mass of waiting passengers; the accumulated baggage has overflowed the baggage room and stands in disconsolate piles about the yards, where crowds examine it in the hope of finding some article lost in the early confusion.

At the same time it is remarkable how quickly all concerned have accommodated themselves to the new conditions. With only three tracks and one bridge, and that thirty miles away, there is not the least sign of confusion, and all business is being handled over indifferent rails with a speed and ease which is little short of marvelous. Traffic to the north is less easy of adjustment, but even here much has now been accomplished, though the arrangements for passengers' comfort are far less complete. The Missouri Pacific is sending its people over the river to Kansas City, Kan., by boat and thence over its own lines to all points on the system. The Burlington and Grand Island use another ferry to Northern Junction at the north end of the Milwaukee bridge, whence connection is made with St. Joseph and by the Quincy, Omaha & Kansas City to points west and north.

Wade Through Mud to Trains.

It is perhaps fortunate that the average traveler is a good-humored man, for the arrangements at Northern Junction are of necessity extremely crude. There is no proper landing place, the gangplank does not touch ground by three feet and the mud is astounding. It is necessary for each passenger to scramble ashore, clamber up some ten or more feet to the Wabash tracks, walk along the ties for a hundred yards and then climb mud stairs, crumbling under multitudinous feet for ten yards more. Then when the rails are finally reached there is nothing but a double line of steel and a little cubby house whence telegraphic connection is usually had with the city. Scattered around are two or three booths where rich harvests are reaped by those dispensing food, and on one side a large tent was erected today to act as a temporary depot. All is being done that can be, but the all is but little. When the trains do finally leave the tracks are hardly fit to run on. They are undermined by water, which squirts up in a continuous muddy stream as the heavy locomotive plows its way across, they are wobbly and apparently dangerous, but the cars have all got through so far, although yesterday the rails spread under a light engine four miles up and stalled both the Quincy, Omaha & Kansas City and Grand Island trains for four hours.

City as Though Besieged.

The enterprise of the railways and the speed with which they have afforded relief is everywhere a matter of comment. Because less spectacular the gigantic task of relieving the want and suffering among the thousands of homeless refugees and safeguarding the lives and property of other citizens has not attracted general public attention. It was no light task untrained men were called upon to perform, but they performed it nobly. They were as if encompassed by a hostile army come upon them unawares, with famine threatening, no light, no water and impoverished internal transportation. They were surrounded with opportunities for the lawless and the natural protectors of the city were taken up with other work. Within a few hours the militia were guarding the streets and managed to prevent even a semblance of disorder, a relief committee had been organized which managed to feed the hungry and clothe most of the naked, and within a few days light and water and transportation were provided from somewhere and the crippled city supplied with crutches so perfect as to almost take the place of genuine limbs. Much has been said before of the "Kansas City spirit" and those outside the limits have been wont to scoff at it, but this week has demonstrated its very real existence and given the people the right to be proud of their corporate enterprise and genuine public spirit.

With what has been done already there seems to be no doubt that what remains to be done will be done expeditiously and in a short time all visible signs of the flood will have been removed forever.

Loss Falls on Many.

The most serious matter is the heavy individual losses sustained by those little able to meet them. The freight loss is beyond computation and must be paid for by the shippers or commission men directly interested, as the disaster is classed in law as "the act of God" and consequently not chargeable to the transportation companies. At the same time in isolated cases it is possible an effort will be made to recover some part of the cash value. One shipper, for example, is already preparing for a possible legal fight. He had a car of sugar in the yards. It was drawn up as high as possible and was never completely under water. Still the lower bags were wet, the contents dissolved and escaped; the higher bags sank down and were in turn affected till all were gone. The owner claims negligence and will try to convince a jury that he is right. Still, most of the litigation, which is expected to provoke a torrent of words little less costly than the torrent of waters, will undoubtedly be between the commission men and the shippers, each of whom will claim that the damaged property was in the hands and under the care of the other. The host of farmers and small property owners along the rivers will have no redress and will have to make good their own losses, while yet another multitude whose household goods have been destroyed will have to rely on charity or their own efforts to re-establish the little homes which, poor enough before, are now mere roofs to shield them from the elements.

Cruising Pig Browses on Trees.

The river today is filled with drift. There is more coming down than ever since Sunday, the falling waters catching that which was once stranded and carrying it further down. This is lodging in the trees and against the trestle work which constitutes the approaches to those bridges which still stand. It is curious debris, some of it. Among it is a pig, which browses contentedly as it cruises along in ten feet of water; a cat and her family of kittens, which mews with dismay as she views the waters spreading all around her; a dead cow, or sheep, half a house, with the furniture still in place in the rooms, little knick-knacks, deserted in the hour of tribulation, goods and chattels of all shapes, all sizes and all values, but it tells the story. It tells more graphically than men can paint the true nature of that terrible affliction from which the city is just recovering.

River May Change.

This drift points out a new danger; it provides evidence of the probable change in the course of the two streams. Normally the Missouri flows round the bluffs at the foot of Main street after emerging from the Hannibal bridge and then cuts across to the opposite shore, which it hugs for miles. Today the chief current seems to be to the north of the Hannibal bridge and thence to the south of the Milwaukee structure. Should this remain unaltered neither bridge will be of any real service and the comparatively easy task of rebuilding broken trestle work will have to be supplanted by the far greater one of constructing new spans to the old crossings. The Kaw, too, is apparently intent on remaining to the west of the Missouri Pacific bridge, saved alone among seventeen companions by the pluck of the man who weighted it down with its value in locomotives and then wired Mr. Gould for permission. Here, too, if present indications fail not, a new structure will be necessary and the present imperfect ferry arrangements have to be continued indefinitely. For this reason it would not be surprising if, with all their energy, the railroads are unable to restore old-time conveniences till well on in the year. However, even this may turn to the ultimate advantage of the city, as it may mean a greater willingness on the part of the roads to accede to the popular clamor and remove all tracks possible from the dangerous bottoms.

SAMPLE OF RAILROAD HUSTLE

Burlington Practically Rebuilds Road to St. Joe to Dumbfound Evil Prophets.

"Whatever you do, keep clear of the Burlington direct," said a prominent railroad man to a would-be traveler at St. Joseph last night. "Trains are running, but they are liable to break down at any moment and stall you on the way. You have no idea," he continued, "how bad the tracks are. It isn't safe to travel over them."

Warned by this, the passenger, who arrived in Omaha yesterday, was chary of the undertaking, but it had to be and he went. All along the road at almost every yard evidences were plain of speedy but effective work. In several places the entire bed had been washed out and replaced by trestles erected over innocent looking creeks which earlier were raging torrents; ballast had been replaced, ties laid and rails put in place. It looked as if the whole road had been built over again since the flood, but it was all in place and the waters, which still lave the sides of the embankments, are apparently impotent to harm.

So far from the St. Joseph warning proving well grounded, it appeared to have no foundation whatsoever, although it was very patent that a day or so ago there was practically no track at all between the two cities. The task was not, however, accomplished without much effort, as section men were brought in from all directions, even as far off as Wyoming, to do in a week what looked like the work of months.

GET TO WORK WITH BROOMS

Army of Workpeople Start to Work Scouring Kansas City Bottoms.

KANSAS CITY, Mo., June 6.—Thousands of men and women, armed with shovels and brooms, are invading the west bottoms, following closely the receding waters, and by nightfall much will have been done toward restoring the wholesale and stock yards districts to their former condition of activity.

The Missouri had fallen slightly over two feet during the past twenty-four hours at 7 o'clock this morning, and a still greater district was uncovered. The Kaw also continues to recede at an increased rate.

Today hundreds of flat cars loaded with sand and construction material pushed the work of reconstructing the miles of washed out or damaged tracks in the yards from here to Armourdale and Argentine.

The railroads alone will put several thousand men to work immediately and all lines are making preparations to resume business. Today it was possible to reach and clean out to a great degree the wreckage at the stock yards and at the live stock exchange, where the water at its height stood fifteen feet deep.

Three shifts of men are working night and day at the pumping stations to restore the water supply to its normal condition, and as this service improves the likelihood of an epidemic of sickness is disappearing. But few cases of sickness are reported.

The first train to enter the Union station since Saturday rolled into the station tonight with whistles blowing. It was the Carthage & Joplin express of the 'Frisco railroad. All the locomotives in the yards that had steam up shrieked a welcome and crowds on the bluff cheered. The Santa Fe, Alton and Missouri Pacific will resume use of the station tomorrow. The Rock Island, Burlington, Chicago Great Western and Alton lines are now operating to Chicago, but not entirely on their own tracks. The Missouri Pacific still has the only direct line between Kansas City and St. Louis. The Wabash has abandoned service between Kansas City and St. Louis. The Santa Fe has nearly complete operation on its west lines by using a roundabout route to Lawrence and a lengthy circuit by way of Emporia to Topeka. The Union Pacific is operating by way of Grand Island, Neb., and Ellsworth, Kan. The Missouri, Kansas & Texas, the 'Frisco, the Kansas City Southern and the Missouri Pacific are in complete operation from Kansas City.

Crest Passes Booneville.

BOONEVILLE, Mo., June 6.—The waters in the Missouri river have begun to recede. The flood crest passed here yesterday and remained stationary until this morning, when it began to go back. The gauge on the Booneville bridge shows a fall of four inches today.

The heaviest damage has occurred in the Howard county bottoms for eight miles above the Booneville bridge, due to the breaking of the Cooper levee. The loss of live stock has been large, as the people depending on this levee did not remove their stock out of the bottoms. After the levee broke it was too late. The water plant will be able to reopen by Tuesday.

TOPEKA GRADUALLY EMERGING

Waters Bid Fair to Leave Kansas Town Dry by Today.

TOPEKA, June 6.—The Kaw river fell two inches an hour throughout Friday night and today the south side of Kansas avenue was uncovered clear to the bridge.

In some residence portions of North Topeka, however, the water still stands in eddying pools and rushes down cross streets in a whirling channel at an average depth of three feet. At the present rate the entire townsite will be free from water by Sunday.

The Rock Island and Union Pacific are still unable to resume traffic in or out of the city. The Santa Fe and Missouri Pacific are getting over their tracks west and south, but not to the east.

The bodies of Mrs. Stout and her four children and Mrs. Shunkweiler and her son George were found today in the Shunkweiler home in North Topeka. They were reported last evening among the dead.

The body of a colored woman, unidentified, was found today along the Rock Island tracks in the west part of town. One foot stuck out from a sand pile under which the body was buried.

Money continues to come in from outside sources in amounts sufficient to keep up with the demand and lay a little aside for the expenditures which will pile up as the time goes on. Tonight the total amount is $23,000, including that from Philadelphia, and $5,000 and $10,000 each from St. Louis and Chicago.

Stalled Train Collides.

PLEASANT HILL, Mo., June 6.—An eastbound Santa Fe through passenger train from the west, which had been delayed four days in Kansas by the floods, met head-on with a westbound Missouri Pacific freight. Both engines and the pilot on the Santa Fe were badly damaged. One passenger was slightly hurt. The crews escaped by jumping. Another engine was secured and the Santa Fe train continued east.

Burlington Getting to Work.

CHICAGO, June 6.—The Burlington announces it will operate all trains on regular schedule hereafter to Omaha, Denver and all points in the west and northwest, also to St. Joseph by way of Quincy. No trains will be run into Kansas City until the water still further subsides.

ST. LOUIS STANDS READY

Waters Still Rise, but Find Little Left to Destroy.

THREE SMALLER TOWNS ARE INUNDATED

Twenty-Five Thousand Driven from Homes, While Two Hundred Thousand Acres of Farm Land is Submerged.

ST. LOUIS, June 6.—Like an inland sea the swollen Mississippi has spread out over the Illinois shore about St. Louis. A magnificent view of the angry waters is obtained from Eades bridge by the thousands of spectators who throng the structure.

Far away to the southeast the water covers lower East St. Louis and a big grain elevator that at normal stages stands high above the water line is now isolated with a heavy current pouring past its inland side. Half submerged freight cars stand on the siding and tree tops appear above the surface like small bushes. The shipping district presents a small peninsula on which freight houses stand a short distance above the flood, but beyond these extends a lake half a mile wide, while the water at the eastern edge laps at the foundations of tall business blocks. The St. Louis Hay Warehouse company's building, situated on the levee near Eades bridge, is half submerged and as the water creeps higher bales of hay float out and are carried away by the current.

North of East St. Louis the eastern boundary of the floods cannot be discovered. Here and there the tops of freight cars and of houses appear above the surface, and grain elevators surrounded and flooded present a scene of desolation indicative of the flood's advancing energy.

Haul Freight Through Water.

Along the St. Louis shore wharf boats are drawn in almost to the foundations of buildings, and in an endeavor to continue business freight companies hauled their loads with their wagon beds touching the water and the horses all but swimming. Freight traffic will probably have to be discontinued on Monday.

At 7 tonight the stage registered 35.4 feet, a rise of seven-tenths of a foot since this morning. The stage of the Mississippi has not changed materially north of the mouth of the Missouri, but below the rise continues. Government Forecaster Bowie tonight issued a statement that the rise will continue rapidly for the next forty-eight hours and a stage of 37.5 feet will be registered by Monday. He says this stage will certainly be reached and it is probable that the water will go to thirty-eight feet.

Two lives have been lost in the flood, but in both cases the fatalities were the result of accidents, both being boys who ventured too near the treacherous waters, slipped in and were swept away. The victims were James Linton, jr., and John Clark. The body of the latter was recovered late today.

For a time today train service to the west was cut off. The Missouri Pacific track had been used since the flood began by all the western roads and today the swift current of the Missouri undermined a portion of the track bed between St. Louis and Jefferson City. Workmen and carloads of filling were rushed to the spot and the track bed was speedily rebuilt strongly and substantially and service was resumed this afternoon.

Take Warning Betimes.

There is so much flooded territory in the vicinity that it is difficult to say just where the greatest amount of damage is being done. The disastrous inundations of Topeka and Kansas City served as a warning for St. Louis and vicinity and knowing that the high water must later pour down through this section every effort was expended to remove property to safety and secure buildings that might float away. Despite all these precautions, however, the flood has wrought great damage, as levees expected to withstand the rush have been washed away and vast tracts of grain that was deemed beyond the reach of water is overflowed.

Missouri Point, just north of the confluence of the Missouri and Mississippi rivers, a fertile section beyond the reach of ordinary high water, has been covered to a considerable depth. Twenty miles west of St. Louis the miles of farming bottoms, in the center of which is located the summering place, Creve Couer lake, has been deluged by the breaking of the levee, which formed a barrier to the Missouri river.

South of St. Louis the water has backed into the River Desperes, which is several miles wide, and families have been driven from their homes.

North of St. Louis, across the river, the three towns of Madison, Venice and Granite City, are now, for their greater portions, under water by reason of the breaking of levees yesterday and last night.

At Mitchell, Ill., twelve miles north, a "cross" levee broke this afternoon and parts of Mitchell and hundreds of acres of additional farming land were flooded. Gangs of men with loads of sacks of sand were hurried to the latest levee break this afternoon. If this gap is not closed the flood will pour down upon Granite City, Madison and East St. Louis and unless stopped by the Chicago & Alton, Wabash and Burlington embankment will cause more destruction.

Postoffice is Abandoned.

The postoffices at West Alton and Falcon, Ill., were abandoned today. There are but eight or ten families in that vinicity now, all sheltered in one dwelling on an Indian mound which is about eight feet above the water.

So far as St. Louis is concerned, the city is built upon a hill and is safe, though some portions extend down upon the lowlands which are flood-swept, but these districts comprise warehouses, shipping yards, small dwellings and structures of minor value, and as most of the movable property had been taken to higher ground the damage will be heaviest in the small adjoining towns and East St. Louis.

It is estimated that within a radius of twenty miles from St. Louis the flood has rendered 25,000 people homeless and submerged 200,000 acres of fertile farming lands. The flood is already almost to the tops of some of the levees on the Illinois side that are protecting additional large areas. If the predicted crest rise of 37.5 feet is realized the flood must necessarily pour over these levees, if indeed they are not demolished by the increased strain, and the devastation will be greatly increased.

Martial law has been proclaimed in East St. Louis. Men with riot guns are patrolling the levees and have orders to shoot down thieves and levee breakers. The men will patrol every section of the city in which possible danger exists from the flood.

Word was received tonight that West Alton is completely inundated and that the Missouri river appears to be shifting its channel to the principal streets of the village. The current is apparently strong and increasing in strength and it is feared by morning many houses may be floating toward the gulf.

Two Hundred in Danger.

Two hundred people in Black Walnut, on the north bank of the Missouri, twenty-five miles northwest of St. Louis, are surrounded by rapidly rising water and all means of escape are cut off.

Their condition was learned at St. Charles tonight and Sheriff Dierkes of that city telephoned to the St. Louis police for aid in rescuing the imperiled villagers. The sheriff stated that only light boats are available at St. Charles and that the heavy current makes it impossible to reach the people. Immediately Harbor Commissioner Whyte was notified and requested to rush the harbor boat to Black Walnut. The appeal was futile, however, because the high water will not permit a river steamer to pass up stream under Eades bridge. Word was telephoned to Alton, where the steamer Spread Eagle is moored, and it is probable it will at once start on a rescue trip.

Sheriff Dierkes at St. Charles telephones that the water is rising rapidly and unless the people are rescued speedily there will be great loss of life before morning.

The Conlogue levee, just south of East St. Louis, broke at midnight and the 200 colored families inhabiting that district were driven from their homes. Many had narrow escapes from drowning. The levee gave way and the water poured through in a torrent, but the people had been warned and were on the alert, and all escaped.

MISSOURI SHIFTS CHANNEL

Boone County Loses Nearly Two Hundred Thousand Dollars by Big Muddy's Ravages.

COLUMBIA, Mo., June 6.—In Boone county over 10,000 acres of farm land in cultivation is under water and the loss in the county is estimated at $100,000 to $200,000. The first loss of life occurred today. Ed Thornton, a 12-year-old boy, being drowned near Columbia.

At Huntsdale the current has turned northward and is now running one to three miles north of the old channel. Old river men predict that unless the flood soon subsides that channel of the river will be changed and Hartsburg will be on the bank of the river.

Hannibal in the Throes.

HANNIBAL, Mo., June 6.—The Mississippi river tonight registers 21.9 feet and a 23-foot stage by morning is predicted.

In this vicinity the area of fertile lands under water comprises 100,000 acres. As the growing crops have been washed out, the aggregate loss will amount to at least $2,000,000.

Tents Sent to Aid Quincy.

SPRINGFIELD, Ill., June 6.—In response to an urgent telegram sent by Mayor Steinbach of Quincy this afternoon, asking state aid in the way of tents for the use of sufferers from the flood along the region where the Suy levee has broken, Adjutant General Smith this evening shipped twenty-five army tents to Mayor Steinbach.

Mail Service Crippled.

WASHINGTON, June 6.—Official dispatches to the Postoffice department indicate that the situation is growing more serious in the neighborhood of St. Louis.

The main line between St. Louis and Kansas City is impassable near Hermann and trains are tied up. That line has for several days been the main dependence of the postal authorities for the dispatch of the mails for the east from Kansas City, and the only outlet now is via the Omaha & Kansas City or over the Memphis road via Springfield.

HANNA NUPTIALS JEOPARDIZED

Lightning Wrecks Church in Which the Wedding is to Be Solemnized.

CLEVELAND, O., June 6.—Lightning struck the spire of St. Paul's Episcopal church at the corner of Euclid and Cass avenues during a heavy storm this afternoon.

The spire was practically demolished, while two immense blocks of stone crashed through the roof of the church, causing damage to the extent of several thousand dollars.

The Hanna-McCormick wedding is scheduled to take place at the church next Wednesday and for a time it was thought other arrangements would have to be made. Investigation by a representative of the Hanna family later showed, however, that temporary repairs could be made and no change in the wedding arrangements would be necessary.

CAR PLANES MEN OFF TROLLEY

Passing Vehicle Scrapes Passengers from Footboard of Pittsburg Train.

PITTSBURG, June 6.—One man was fatally injured, another seriously and four slightly in a wreck on the Wilmerding branch of the Pittsburg Railway company today. Two summer cars collided on a curve on Braddock avenue, East Pittsburg.

All the injured were on the running board of a crowded car coming from the Westinghouse Works in East Pittsburg, and when the two cars going in opposite directions tried to pass on the curve were knocked off.

SOLDIERS ARRIVE TOO SOON

Transport Reaches Port Two Days Ahead of Scheduled Time.

SAN FRANCISCO, June 6.—The United States transport Sheridan arrived today from Manila, via Nagaski, which it left on May 22, and was not expected until Monday. It brings 633 men of the Second infantry, ninety-eight men of the Twenty-fifth infantry, a battery of field artillery and 317 men of the First cavalry.

POPE SLOWLY WASTING AWAY

Lives Practically on Milk, Boullion and Eggs and in Vitiated Atmosphere.

ONLY CELEBRATES MASS ON SUNDAYS

Audiences Granted Pilgrims Prove Most Distressing to Holy Father, Who Has to Rest Long After Each Ordeal.

VENICE, June 6.—The Gazetta di Venetia asserts that the pope is suffering from intestinal inflammation, that he eats practically nothing, and that his strength is diminishing.

The paper adds: Though there is no immediate danger, there will be room for apprehension unless an improvement is soon manifested.

ROME, June 6.—Several high ecclesiastical personages say that during the last few days the pope suffered from a slight hemorrhoidal indisposition, which entirely disappeared today.

Takes Little Food or Air.

PARIS, June 6.—The Temps today printed the following dispatch from Rome:

Leo XIII continues to receive, but those who see him notice the gradual decline which, without exciting apprehension that any serious illness is imminent does not warrant a continuance of confident optimism. His recent audiences were extremely fatiguing. Each time he received pilgrims he was obliged to rest, sometimes for two or three days.

During the last few days his diet has been restricted to milk, bouillon and eggs, and but little fresh air is admitted to his apartments. His valet, Centra, opens the windows of the pontiff's sleeping room momentarily night and morning, but the air is more or less vitiated and there is a lack of sufficient oxygen.

The correspondent of the Temps adds:

I have had occasion during the last few days to see a number of persons on intimate terms with the entourage of the holy father, and I find their opinion is almost unanimous that Pope Leo has been slowly wasting away for some time. The pope rises late and does not celebrate mass except on Sunday, when no one assists him except the faithful Centra. The pontiff appears not to desire that others should see his infirmities. The trembling of his hands has become noticeable.

I do not wish to unduly alarm the devoted friends of Leo XIII, but nevertheless I am compelled to state that the condition of his health actually is far from satisfactory.

DEATH WATCH SLAIN IN JAIL

Murderer Kills Guard and Makes His Escape with Only Other Prisoner.

ANACONDA, Mont., June 6.—William Hardee, a condemned murderer, awaiting execution in the Glasgow jail, killed Charles Williams, his death watch, with a rifle which he secured in the jail kitchen tonight. He and the only other prisoner in the jail then took the keys and escaped. Both men are well armed. They swam the Missouri river and are now surrounded in a bend of that stream by a big posse.

Hardee is expected to fight to the death, as he has no hope, the supreme court having refused him a new trial.

HOLDS JIM CROW LAW INVALID

Tennessee Court Declares New Act Passed by Legislature to be Unconstitutional.

JACKSON, Tenn., June 6.—The Jim Crow law providing for separate compartments for whites and blacks in street cars, which was passed by the recent legislature, was declared unconstitutional by the state supreme court today.

The court did not go into the merits of the law itself, but declared the act unconstitutional because its caption was not explicit enough and did not state what portion of the law it was sought to amend.

FORECAST OF THE WEATHER

Showers Promised for Today, with Fair Tomorrow in Omaha Territory.

WASHINGTON, June 6.—Forecast:

For Nebraska—Partly cloudy Sunday, probably showers in east portion; Monday, fair and warmer.

For Iowa—Partly cloudy and showers in western portion Sunday; Monday, fair.

For Missouri—Generally fair Sunday and Monday.

For South Dakota—Fair Sunday and Monday.

For Illinois—Fair Sunday and Monday; warmer Sunday in northeast portion; variable winds.

For Kansas—Partly cloudy Sunday, probably showers; Monday, fair and warmer.

For Montana—Fair Sunday and Monday.

For Colorado—Partly cloudy Sunday, probably showers; Monday, fair and warmer in east portion.

Local Record.

OFFICE OF THE WEATHER BUREAU, OMAHA, June 6.—Official record of temperature and precipitation compared with the corresponding day of the last three years:

	1903.	1902.	1901.	1900.
Maximum temperature	79	79	73	94
Minimum temperature	57	62	51	66
Mean temperature	68	70	62	81
Precipitation	.00	1.09	.00	.00

Record of temperature and precipitation at Omaha for this day and since March 1, 1903:

Normal temperature	68
Total excess since March 1, 1903	162
Normal precipitation	.18 inch
Deficiency for the day	.18 inch
Precipitation since March 1	11.40 inches
Excess since March 1	1.36 inches
Deficiency for cor. period, 1902	3.96 inches
Deficiency for cor. period, 1901	3.20 inches

L. A. WELSH, Local Forecast Official.