



New Fall Dress Goods

A few weeks yet, perhaps, before cold weather sets in. But you will need a new fall dress, that's certain. Come in and look at our handsome assortment of strictly up-to-date fall dress goods. You know we only carry THAT KIND. You will then know what to buy, and where to get it. We cannot mention all the new styles, but a few.

Zibelines probably heads the list of new things. We show mixed and plain, in a selection from \$2.50 to \$4.50 per yard. Worthless Venetians, the handsomest thing in the market for dress tailor suits, in both plain and zibeline effects—\$1.50, \$1.75 and \$2.00. Etamines, velvets, mistral, satins, crepe de chene crepe—In the new fall shades.

THOMPSON, BELDEN & Co

Y. M. C. A. Building, Corner Sixteenth and Douglas Sts

PIUS FAINTS IN CHURCH

New Pope is Taken Suddenly Ill While Celebrating Mass.

LONG STRAIN HAS BEEN TOO MUCH

Cardinal Sarto's Venetian Doctor Happens to Be Present and Soon Revives His Holiness.

ROME, Aug. 11.—Just a week has elapsed since the election of Pius X. and he has been already overcome by the unaccustomed strain of his pontifical duties. This morning he fainted while at mass. His collapse is considered to be due to heart weakness aggravated by fatigue. It constituted the first of a series of fainting attacks. Even though he disappointed some people, they urge him not to concede audiences to all comers and to render himself less accessible. Dr. Laponni recommended the pope to take a complete rest. He has ordered all audiences postponed. The pope, however, cannot understand the necessity of sparing himself and said to Dr. Laponni: "I am stronger than Pope Leo. Why should not I do what he did?"

It was explained to him that Leo when elected began by taking a fortnight's leave, and thereafter gradually trained himself to his new duties. Moreover, Leo did not need exercise in the fresh air which he ordinarily healthy man does.

Soon Restored to Normal Condition.

At noon Pope Pius was reported to be almost restored to his normal condition, but was keeping his room, as he feels occasionally a slight palpitation of the heart. The pope ardently wished to receive today the Austrian ambassador, who was to present his credentials, but he was persuaded to renounce his intention, not only in this case, but with regard to all the audiences which were fixed for tomorrow.

The pope has been over-exercising himself to such an extent that his naturally strong constitution was unable to bear the strain put upon it by the coronation ceremonies. Such has been the effect upon his nerves that he has been unable to sleep for whole nights, while numerous receptions yesterday made matters worse.

His high holiness was very much agitated, still he insisted upon admitting this morning to hear his mass all Venetians who had journeyed to Rome purposely to attend the coronation. They numbered about 200 when the mass began in the Pauline chapel, and the air was vitiated, with the temperature above 90 degrees.

Worshippers Are Greatly Alarmed.

Pope Pius was seen to grow paler and paler, finally throwing out his hands as though seeking support. He would have fallen had not his private chaplain, Benigno, been quick to catch him. It is impossible to describe the confusion and alarm among the worshippers while the pope lay motionless and unconscious, with his eyes closed.

Fortunately, among the Venetians present were Dr. Daveness, who for nine years has been the pope's attending physician at Venice, but who had been called only once during that time, to treat his throat.

Dr. Daveness gave the pontiff immediate assistance, while the messenger telephoned Dr. Laponni. The latter rushed to the Vatican, but did not arrive until after the pope had been restored to consciousness and taken to his own apartments.

At the Close of Communion.

The pope had already given the communion to 200 people when he began to feel ill. Those about him soon perceived that he was not himself by his nervousness and impatience, which showed itself when his attendant handed him his spectacles. He pushed them aside and drew another pair from his pocket. When another attendant tried to tie the ribbons of his robes behind he told him to stop and did it himself, a most unusual occurrence with him.

The consternation of the Venetians when they saw him faint was great, and they rendered matters worse by crowding around him. Mr. Bisset, however, kept his presence of mind and ordered the Swiss guard to clear a space about the pontiff. Singing salutes were brought hastily and had the desired effect.

When able to speak again the pope asked for a few drops of water, which were given him, and water was sprinkled on his face. His gown was opened at the neck, as he seemed to be choking. He refused resolutely, however, to be carried to his apartments, saying that he was sufficiently strong to walk. The way thither was cleared and he proceeded slowly, surrounded by his anxious entourage, his head bent almost on his shoulder and his face so pale that the flesh was scarcely distinguishable from his robes. The neck of his gown still remained open.

Unable to Breathe Faithfully.

It was a solemn moment when the pontiff passed through the midst of the kneeling Venetians without having the strength to give them his benediction. Deep silence accentuated the impressiveness of the scene. As he went out of sight through the Raphael loggia, tears fell from the

RECOVER TUNNEL VICTIMS

Authorities Find Ample Evidence of Terrible Underground Struggle.

ENGINEER IGNORES WARNING GIVEN

Declares He Can Make Next Station Even After Fire is Discovered and So Precipitates Tragedy.

PARIS, Aug. 11.—Eighty-four bodies have now been recovered from the underground railway tunnel and the death list from the accident probably will exceed 100.

The scenes at the mouth of the tunnel where the bodies were brought forth were a picture of the most heart-rending description. Crowds of weeping men, women and children struggling forward in an effort to recognize their missing relatives and friends. Most of the victims are from the middle and working classes, as the trains were carrying them home from their work.

Although the accident occurred at 3 o'clock last evening, the officials and firemen were unable until early this morning to descend into the tunnel, owing to the blinding clouds of smoke from the burning train. Frequent attempts were made by volunteers, but it was necessary to rescue, half-suffocated, and they were carried away to the hospitals.

Describes Scene in Tunnel.

At ten minutes after 3 o'clock Sergeant Ahern, wearing a respirator, succeeded in making the descent. He remained seven minutes and brought the first information to the effect that corpses were strewn all about the roadway of the tunnel. Then he collapsed, and was taken to the hospital. Twenty minutes later firemen forced their way down through the tunnel station at Montmartre and returned soon afterward with seven bodies, two men, two boys and three women. These persons had been asphyxiated, as their positions showed they had been groping through the smoke that filled the tunnel, seeking a way to escape when they were overcome.

The work of bringing up the bodies went on steadily after that under the personal direction of Prefect Lepine, who summoned a large reserve force to hold back the surging crowd, including the relatives of the victims.

Long lines of ambulances were brought into requisition and the bodies were carried to the morgue. After daylight the crowd around the entrance of the tunnel increased to enormous proportions, obliging the police to form a solid cordon, through which they

Long Lines of Ambulances.

admitted only those seeking to identify their relatives among the victims. The failure of many men and children to return home during the night gave many the first news of the disaster. Fathers and mothers came hurrying to the mouths of the tunnel to try to find their absent ones.

At the second descent the firemen found a great number of bodies mangled near the ticket office of the station, which had evidently become overcome while seeking tickets. They had been surprised by the columns of smoke and had sought to run back up the stone stairway leading to the street. A struggle had ensued, and some had escaped, but the police soon rampled on. One woman had died within the ticket office, where her body was found. The ticket seller herself succeeded in escaping.

At the station of Les Charonnes the same scenes of death and despair had been enacted. The bodies were piled up between the stations of Montmartre and Les Charonnes, so that the work of salvage proceeded from both ends of the tunnel. In addition to the blinding smoke the tunnel belched forth a terrific heat, as one of the cars burst into flames.

One fireman succeeded in throwing several streams of water in the direction of the wreck, while some firemen and military engineers, at great hazard, pushed on inside the tunnel. They brought out two bodies, and soon afterward three more.

The latter were found in almost unrecognizable condition. They had succeeded in reaching the exit when they were overcome and suffocated. Further on the firemen stumbled upon a terrible mass of bodies. These were the passengers of the burned train.

Suffocated by the Smoke.

They had leaped from the coaches, when the fire broke out, and groping through the suffocating clouds of smoke, they had sought the Les Charonnes street station, but the tunnel makes a sharp turn near the scene of the disaster, and at the angle the entire mass of humanity, apparently, became tightly wedged. The panic which took place at this point in the dark subterranean passage must have been terrible.

Identify Their Loved Ones.

As the firemen brought out the bodies agonizing cries went up from women and children who recognized their dead husbands and fathers. The clothing of the victims indicated that they were almost entirely second-class passengers. There were several first-class coaches on the train, and it is believed that their occupants were also among the victims.

Several versions of the disaster are given, but the main facts which have been established are the following: The train which caused the accident came from Porte Dauphine, at the entrance to the Bois de Boulogne, in the western part of Paris. After circling the northern quarter of the city, where numerous workmen were picked up, the train reached the neighborhood of the cemetery of Pere la Chaise, where the electric motor failed to act properly. The train then waited at the station of Les Couronnes until the arrival of a second train, which pushed the crippled train forward, making a total of sixteen coaches. After proceeding about 200 yards the train stopped at the damaged dynamo set fire to the engine of the first train. The fire burned fiercely.

Simultaneously the electric lights on the train went out, leaving the passengers in darkness except for the light of the burning engine far ahead. This impeded the progress of the trains toward Montmartre.

Passengers Try to Walk.

The terror-stricken passengers got out and tried to grope their way back. The powerful electrical current which continued in the rails is believed to have stunned or killed many. A number of the passengers managed to reach Les Couronnes station, but the main body of the passengers was overcome by the heat and smoke.

A terrible panic occurred among those behind, and the horror of the situation was increased by a third train straying into the track ahead. This added another crowd of panic-stricken passengers to those

HOW TO FIND OUT.

Fill a bottle or common glass with your water and let it stand twenty-four hours; a sediment or setting indicates an unhealthy condition of the kidneys; if it stains the linen it is evidence of kidney trouble; too frequent desire to pass it, or pain in the back is also convincing proof that the kidneys and bladder are out of order.

WHAT TO DO.

There is comfort in the knowledge so often expressed that Dr. Kilmer's Swamp-Root, the great kidney and bladder remedy, fulfills every wish in curing rheumatism, pain in the back, kidneys, liver, bladder and every part of the urinary passage. It cures inability to urinate, water and scalding pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to go often during the day, and to get up many times during the night. The mild and pleasant taste of this medicine makes it a pleasure to take. It stands the highest for its wonderful cures of the most distressing cases. If you need a medicine you should have the best. Sold by druggists in fifty-cent and one-dollar sizes.

You may have a sample bottle of Swamp-Root, the great kidney remedy, and a book that tells all about it, both sent absolutely free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing be sure to mention that you read this advertisement in The Omaha Daily Bee. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

seeking an outlet. The cars continued to burn until twenty were consumed. The burning debris gave forth a fierce heat, which puffed out of the mouths of the stations of Les Couronnes and Montmartre. The escape of most of the trainmen was due to their superior knowledge of the subterranean passage.

A number of heroic incidents occurred. Several soldiers, firemen and employees of the road nearly lost their lives in seeking to aid the victims.

The catastrophe has caused intense excitement throughout the city, even the Humbert trial being forgotten in the widespread feeling of horror and grief. At noon Colonel Meaux St. Marr, on behalf of President Loubet, visited the morgue and Premier Combes went to the scene of the disaster. M. Bouteaux, procurator of the republic, and Judge Joliot of the Seine tribunal have proceeded to Les Couronnes station to open a judicial investigation into the affair.

Engineer Decries Warning.

The chief station master at Les Couronnes, M. Didier, says he saw the flames running along the gear of the cars when the first train passed through the station and called out to the engineer to stop, saying there was not time to reach the next station, but the engineer declared he had ample time, and that the police gently but firmly insisted on the bodies being taken to the morgue and barracks in order that the magnitude of the catastrophe might be determined. At the hotel Deville, the president of the municipal council announced that the city of Paris would bear the entire expense of the funerals of the victims.

Impressed Victims Fight.

Eugene Olivier, one of the few survivors, described the terrible panic which occurred in the darkness. The people, he says, rushed and fought with one another, madly seeking to get away. He was sick, but he succeeded in reaching the exit when they were overcome and suffocated. Further on the firemen stumbled upon a terrible mass of bodies. These were the passengers of the burned train.

The names and occupations of the victims give pathetic evidence of their humble condition. The names are characteristic of the French middle classes, and occupations are given as painter, mason, plumber, tailor, seamstress, locksmith, etc. Outside the workmen about every third name is that of a woman.

The clothing of many of the victims is torn, showing the fierceness of the struggle. The French surgeon, Deville, has been lowered to the half mast as a sign of the city's mourning.

M. Gauthier, the magistrate for the district, says one of the main causes of the loss of life was that those escaping took the wrong passage, one passage leading out to the street, while the other was barred and was used for admitting passengers. Many of the victims sought the barred exit, and were found mangled against the wall where they had been slowly suffocated.

The firemen have gathered a large collection of torn clothing, battered hats, twisted umbrellas, and bloodstained handkerchiefs showing how desperate was the underground struggle.

At the American consulate it was learned that there were no Americans among the victims. The prefecture of police confirms this.

Another fire broke out this evening in one of the trains of the Metropolitan electric road at Ternes station. There was quite a panic but only two women were slightly injured.

A Cure for Asthma

The worst cases of Asthma in the world succumb readily to the one great cure that never fails. Dr. Rudolph Schiffmann's Asthma Cure almost performs miracles.

Mr. E. M. Spencer, 3280 Vermont avenue, Toledo, O., says: "Asthma has been growing on me for 3 years, until last summer the attacks became so severe that many nights I spent half the time gasping for breath. Doctors seemed to give no relief whatever, and I felt there was no hope for me, when a drug clerk recommended your Asthma Cure. Its effect is truly magical and gives complete relief in from 2 to 5 minutes."

Sold by all druggists at 50c and \$1.00. Send 5c stamp to Dr. R. Schiffmann, Box 368, St. Paul, Minn., for a free sample package.

FLYER GOES INTO A DITCH

Bad Wreck on the Missouri, Kansas and Texas Railway.

AT LEAST TWENTY PASSENGERS HURT

Cars Are Badly Smashed and the Accident is One of the Worst Happening on that Road for Years.

SEDALIA, Mo., Aug. 11.—The north-bound Missouri, Kansas and Texas train No. 4 was here at 12:45 this morning, was derailed and dived two miles north of Sedalia City, Vernon county, at 11:30 last night.

Two passengers were seriously injured and seventeen others slightly injured, but no one was killed. Spreading rails caused the rear trucks of the engine to leave the track and the seven coaches were all derailed and dived.

The wreck was one of the worst of the road has sustained in years. The track will not be cleared until late this afternoon. Superintendent N. J. Finney left last night for the scene, taking physicians with him and every possible attention was given the injured. No names will be obtainable here before noon, when the victims of the wrecked train are expected here.

A special says twenty-one persons were injured, three seriously, in the wreck.

Report at Headquarters.

ST. LOUIS, Aug. 11.—Reports received at the headquarters of the Missouri, Kansas and Texas Railroad company, state that the flyer due in St. Louis at 5:30 a. m. was partially derailed at 11:30 o'clock last night, two miles south of Sedalia City.

The baggage cars, accommodation car and chair car left the track and turned over, injuring eight or ten persons whose names are not obtainable. None was seriously hurt.

The passengers were transferred to other cars and the train proceeded to this city. It will be about five hours late, according to reports received at the superintendent's office.

The postal car, combination mail car and a chair car were badly splintered while three others were derailed. The engine with the first car of the train plowed about 150 yards before it was stopped, tearing up the track.

List of the Injured.

The train was well filled with passengers, twenty-one of whom were injured as follows:

Mr. Ella Foster, New Bloomfield, Mo., bruised about head and shoulders.
Mrs. O. T. Bacon, Wichita Falls, Tex., slightly bruised on head.
Calmer McPherson, Waxaholpa, Tex., scalp wound.
Mrs. Mami Allen, Ranger, Tex., back sprained.
D. H. Brow, Lockhart, Tex., left wrist broken.
G. Alexander, chief of police, Dallas, Tex., head cut.
P. H. Cashion, Yount, Mo., bruised shoulder.
D. E. Nipp, Collinsville, Ill., knee bruised.
D. M. Cogswell, Walling, Tex., bruised thigh and knee.
Peter Smith, Furness, Pa., bruised and leg hurt.

John Schibton, arm hurt.
Wright, Sedalia, Mo., postal clerk, sprain.
W. F. Landrum, postal clerk, arm and leg bruised.
Scott Morrison, Sedalia, head cut.
R. E. West, Chebure, Tex., bruised thigh.
W. H. Graham, Sedalia, Mo., hand cut.
J. W. W. Graham, Sedalia, shoulder wrenched.
W. M. Hamilton, St. Louis, wrist broken.
W. W. Wood, Clinton, hip bruised and face cut.
Lincoln Hightower, St. Louis, porter, leg sprained.

The injured were taken to Nevada on the regular train this morning and sent to the Missouri, Kansas and Texas hospital. Many of them are badly hurt.

Wreck on the Wabash.

BLOOMINGTON, Ill., Aug. 11.—The derailment of a Wabash fast freight train at Reddick, Ill., last night, resulted in the instant death of Albert Huckstep, engineer, of Chicago, and the serious injury to Fireman and Brakeman William Cripples both of Decatur.

The track was about to cross the interlocking track connecting the Wabash with the Three I road when the derailment switch was found against the former train. All traffic was blocked for ten hours. Wabash train using the tracks of the Chicago & Alton. The property loss was heavy.

COMMERCIAL MEN TO MEET

Transmississippi Congress Attracts Famous Speakers and Probably Big Crowds.

SEATTLE, Aug. 11.—Arrangements are practically complete for the fourteenth annual session of the Transmississippi commercial congress which will convene in this city on Tuesday.

Low rates made by the Transcontinental Passenger association from the Mississippi river, the southwest and intermountain states, will, it is believed, bring several thousand visitors and delegates to Seattle and the northwest.

Among the prominent men to address the congress are F. H. Newell, chief engineer of the geological survey, who has charge of irrigation work in the west, and who comes as the representative of President Roosevelt; United States Senator McCumbe of North Dakota, John Barrett, President Kirby of the congress, R. W. Richardson, secretary of the National Good Roads association; Senator Patterson of Colorado and Truman G. Palmer, secretary of the National Beet Sugar association. President Hill has promised to attend and read a paper on "The American Commerce," providing other plans do not prevent.

The secretary of the navy has ordered the armored cruiser New York to Seattle during the session of the congress.

Among today's speakers were John Temple Graves of Atlanta, Ga., who spoke on "The Mob Spirit of the South." He defended Lynch law as a remedy for the crime or criminal law, holding that though lynching is a crime, it is justified by the crime which provokes it, and will never be discontinued until that crime is eliminated.

The remedy for lynching must be the elimination of the crime of criminal assault, and this he maintained, could be done only by the separation of the two races in the United States.

Treat Cause, Not Disease.

He continued: "The problem of the hour is not how to prevent lynching, but how to prevent the crime which always has and always will provoke lynching. The remedy which the mob returns is already known. The mob answers it will take the rope, the bullet and sometimes the torch, and the mob is practical, its theory is effective to a large degree; the mob is the most effective means whereby the age holds control over this horrible crime."

As a sober, cold, patent fact the mob stands today as the most potent bulwark against the women of the south and such a carnival of crime as would infuriate the world and precipitate the annihilation of the negro race. The masses of the negro race are not afraid of death coming in a regular way. They leave the display and spectacular element of a trial and execution appeals in their imagination.

Separate laws for white and black, or the treatment of the crime as separate and outside all other codes, are but expedients; there is no real remedy but one. No statute will permanently solve this problem. Religion does not solve it. Education complicates it. Politics complicates it. The truth, however, lies beyond the above all these expediting expedients. In that separation is the logical, the only, solution of this great problem of the races.

A Cut Never Bleeds

After Porter's Antiseptic Healing Oil is applied. Relieves pain instantly and heals at the same time. For man or beast. Price, 25c.

DR. CHARLES FLESH FOOD

For the Form and Complexion.

Has been successfully used by leading "dancers," singers and women of note for more than 25 years.

It is instantly absorbed through the pores of the skin, and its nutritive action is felt in the blood.

Remove Wrinkles as if by magic, and application adds shining brilliancy to the complexion. It is the only medicine which will remove wrinkles, and its nutritive action will hold out in the back and produce firm, healthy flesh on thin cheeks, arms and hands.

FOR DEVELOPING THE BUST or breasts shrunken from nursing it has the highest, independent of physicians. Ten boxes in one set. Sent to make the bust firm, large and beautiful. SOLD BY DEPARTMENT STORES AND DRUGGISTS.

Regular price, \$1.00 a box, but to all who take advantage of this SPECIAL OFFER and send us one dollar we will send two (2) boxes, in plain wrapper, FREE. (A sample box and our book, "ART OF MARRIAGE," fully illustrated, will be sent free to any lady sending 10 cents to pay the cost of mailing.)

DR. CHARLES CO., 19 PARK PLACE, NEW YORK.

On sale at Sherman & McConnell Drug Co.

U. S. PATENTED.

BASE BALL

OMAHA vs. ST. LOUIS.

Vinton Street Park, Aug. 23-24-25. Game called at 3:45.

JUDGE LYNCH IS DEFENDED

Georgia Man Tells Chautauquans Mob Alone Bares Carnival of Crime.

SEPARATION OF RACES IS DEMANDED

Re-establishment of Negroes' Inequality in Law Declared Desirable, but Not Sufficient to Protect Women in South.

CHAUTAUQUA, N. Y., Aug. 11.—Unique among all gatherings is the "mob conference," now in progress here. The increase of mob spirit shown by feuds, lynchings, riots, assassinations and other lawless happenings gives great importance to the conference.

Among today's speakers were John Temple Graves of Atlanta, Ga., who spoke on "The Mob Spirit of the South." He defended Lynch law as a remedy for the crime or criminal law, holding that though lynching is a crime, it is justified by the crime which provokes it, and will never be discontinued until that crime is eliminated.

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Polishes and cleans simultaneously

GORHAM SILVER POLISH

Contains no deleterious ingredients. Produces a polish that remains.

All responsible dealers 25 cents a package

In LAKELAND

When the dog days and hot weather come it is natural to look to the resorts in Lakeland for comfort and recreation. Along the lines of the

Chicago, Milwaukee & St. Paul Railway

in Wisconsin, Minnesota, Northern Iowa and Illinois, are nearly a thousand resorts with the best of fishing, boating, bathing, golf and other outdoor sports. If you prefer to rest, every opportunity is offered. A postal card will bring complete information.

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