

In our domestic department, Friday morning, Nov. 27th, at 8 o'clock, we will place on special sale

Remnants of calicoes, cheesecloths, muslins, ginghams, per cales, flannelettes, comfort sateens, silkolines, etc., etc., will be sold at about 2c, 3c, 4c, 5c, 6c, 7c, 8c per vard.

You will recognize these prices as mere fractions of the former prices.

It will certainly pay you to supply your wants.

We advise you to be on hand early.

We sell Dr. Deimel Linen Mesh, also Ringheim's Ramie underwear. Get a free booklet telling all about them.



cupled by the Pacific Storage company is that the total loss on the buildings the estimate of several carrying stock in foot up about 60 per cent, or \$53,500. Wright & Wilhelmy, wholesale there. hardware. are hig discrs. This company company in the west end of the building is had goods stored in the basement and first covered by insurance to the amount of Foor of the building. It consisted of a gen- \$64,500, this also is carried by H. E. Palmer eral line of hardware and stoves. The loss will aggregate \$15,000, covered by insurance. The Standard Beet Sugar company had 15,000 sacks of sugar stored on the upper floors. which is a total loss; Cartan & Jeffries, brokers, loss is estimated at \$3,000, and F. B. Black of Kansas City, who carried a stock of cereals in the building, will lose about the same amount. It is understood that nearly all the Battle Creek Cereal tirms had goods stored in this building. The loss to each is said to be small and fully covered by insurance. Emerson & Hall had \$3,500 in merchandise in the building. Loss total with full insurance.

Manager Grattan's Statement.

Charles H. Grattan, manager of the Pacific Storage company, said: "I had in the building that was burned a stock which I sitimate in value at \$150,000. This was tofally destroyed. On the three upper floors of the Wright & Wilhelmy building sugar and flour stored there were damaged by before an estimate could be arrived at. water to the extent of \$50,000. I should say. although this must be determined later. On all this stock insurance amounting to ing, principally in the portion occupied by about 75 per cent of the value was carr

The stock of the Standard Beet Sugar

& Son, and is distributed as follows Springfield Sew Hampshire reantil Home, New York. Western, Toronto Law, Union & Crown... State, Liverpool Assurance society, London... Union me Fire, San Francisco Traders, Chicago Royal Exchange Underwriters, New York. Queen S. U. & National.... North American Liverpool and London & Globe. Continental

5,000 5,000 2,500 4,500 No statement could be made by the agents as to the probable loss on the stock of the Standard Beet Sugar company, as paper men from east and west were scatthey stated it was impossible to get into tered throughout the trains. the building to make an examination, and an examination would have to be made The following policies are carried on miscellaneous stocks of goods in the build-

driven, no silver-tongued orations were delivered, no show or ostentation of any kind was manifested in token of what is regarded as one of the greatest feats in railroad engineering and construction the world has ever seen. The observance was simple and in keeping with the busy workaday policies of the men who fostered the

its opening.

scherne

Harriman Leads the Way.

OPEN OGDEN-LUCIN CUT-OFF

Colossi of Railroad World Bestride Great

Salt Lake.

THREE TRAINS TRAVERSE NEW LINE

Event Marks Accomplishment of Mar-

velous Engineering Feat Repre-

senting Years of Effort and an

Enormous Output of Money.

OGDEN, Utah, Nov. Di-(Special Tele

gram.)-The distinguished personnel of the

particplating party rather than elaborate

eremonies made the formal dedication of

the Ogden-Lucin cul-off at noon today an

auspicious event in the history of railroad.

ing. Four railroad presidents, scores of

other executive officials representing "a

dozen lines and the head of one of the

sentative business men of Ogden and Salt

Lake City, occupied the three special trains

whose crossing this unique track marked

No golden spike, such as united the Cen-

tral and Union Pacific, May 10, 1809, was

greatest systems in the world, with repre-

E. H. Harriman's special train of ten cars which had come from Omaha blazed the way and was followed by two other specials of almost equal size across this broad expanse of water. On the Harriman train were the noted financier of Wall street, President Burt of the Union Pacific, President Earling of the Milwaukee, President Wilcox of the Delaware & Lackawanna, their parties; Northwestern, Illinois Central, Chicago & Alton and other roads' officials. The second train was occupled chiefly by Southern Pacific, Oregon Short Line and Oregon Rallway & Navigation company officials and the third by business men of Utah and Nevada. News-

The official train had spent the night in Ogden after returning from Salt Lake City, Little Mountain and Promontory Point. where the party was banqueted at the Alta club. It left Ogden this morning on its five miles, the line skirts along on land. memorable Thanksgiving day excutsion. Party Divides.

safety

ade across the dreary plains of Neom Reno Mr. Harriman and many Pacific officials will go into Calithe remainder of the party return-

the water has receded, the line runs along is the cut-off which shortens the route corty-four miles completed rmanent traffic be installed, and in this fifty-mile s rip is 0.4 feet to the hunantime, for one year, in fact, the dred and that is for only a very short dis. ate will be preserved, as even the tance. There are but seven cuts, the ent enthusiast over the new line heaviest being fifteen feet.

The completion of this cut-off is the the Southern Pacific and Chief 'fruition of hopes long deferred, the coner Berry of the Union Pacific, the summation of plans and schemes of years no, originally advocated and opposed of protound and extensive research, the pinnacle of achievement only a few years off, today stood side by side on the all in the middle of the great lake ago regarded as next to an impossibility or at least the wild venture of an insane placid face hides unto'd treachery azed with evident prids upon the Imagination rful affair, It, was their, common

Yet it is a fact-a stupendous one. When you stop and coinsider all that it really is ment, and Berry did not, now que then you this appreciate it. For years and years men of good technical and practical

Concerning the Cost. minds sought in vain to devise a success ful method for getting traffic across this ely made public. Mr. Harriman, Mr. great body of water. They all agreed that Chief Engineers Berry and Hood, it ought to be done, but how to do it has al Manager Kruttschnitt and Traffic or Stubbs have been asked to t, but only Mr. Stubbs offers any in-"The aggregate improvements Reno. Nev., to Ogden will cost \$6,000,cost of the cut-off at \$4,000,000, approximately. It has been said that the Southern Pacific will save by this cut-off \$1,000,000. "That is abject folly," declared Mr. Stubbs. have heard it estimated at \$100,000, which is probably not far off. But it's all n guess; at best.' Distinguished Personnel. Those in the Harriman party are: In Car "Arden"-E le Harriman, chairman executive committee Union Pacific pany; Francis T. Underhill, Frederick Kernochan, Peter Gerry, W. V. Hill. In Car "Sumset"-J. C. Stubbs, traffic director Union Pacific Railroad company, Southern Facific company, Oregon Railroad

THANKSGIVING DAY ABROAD point. Its total length is 102.5 m les. It clips off the Southern Pacific that detou up and around the lake of forty-three miles It was begun July 15, 1902, and completed

THE OMAHA DAILY BEE: FRIDAY, NOVEMBER 27, 1903.

single engine on the train by taking runs

for the hill; fifty-three miles or very heavy

grades, demanding a double-header, and

Golden Spike of 1869.

Pacific east from California, it was the

rails happened to meet. Hence each com-

pany worked to build as far as possible

The golden spike was driven at Promun

tory Point, May 10, 1869. In the strenuous

the last day of construction, built ten

miles of track and today there is a big

Promontary is due, north of a poin

about the center of tireat Salt Lake. As

common terminal, the original idea was

this was an unfavorable location for .

white monument to record the fact.

railroad of the United States.

for distance the Central Pacific

of the great Overland Route.

race

the

Ambaraador Choate and W. J. Bryan Dine about November 1, 1903. It was constructed under the direction of the Oregon & Lucin with Americ n Seciety in Lordon. Rallroad company, incorporated in July,

MANY PROMINENT PEOPLE ARE PRESENT The old line between Ogden and Lucin is 147 miles in length. It makes a detour around the northern portion of the lake Oceasion Made Interesting Because of taking in Promontory, Kelton and various

other small places, and comprises twenty-Repartee Between Representative seven miles of rolling track where the of Country and Distinguished grades are heavy, but can be climbed by a

Citizen of Nebraska. LONDON. Nov. 26.-Thanksgiving day

sixty-seven miles of level ground. The new was celebrated by the American society in line is nearly straight. It cuts out that London at a banquet given at the Hotel portion of the old road which figures with Cecil tonight. There were over 400 covers. rather a sublime importance in the history William Jennings Bryan was the guest of honor.

The speeches, while flavored by the usual When the Union Pacific started to build cheer and reference to the Anglo-Ameriwest from the Missouri river to the Central can friendliness, developed particularly into a duel of repartee, good natured, but almost expectation that the common terminal of subacid, between Mr. Bryan and Mr. the two roads would be just wherever the Choate.

> There was a number of notable guests at the banquet, including the duke of Maribor ough, Earl Denblgh of the Honorable Artillery company, Lord Davey, General lan Hamilton, Gilbert Parker, Major Arthut Lee, formerly military attache at Washington, now civil lord of the admiralty; Sir Montague F. Ommey, Miss Evans, Mrs. Ronalds, Countess Denbigh, Major, Budworth of the Honorable Military company and several members of the House of Commons

dropped and Ogden selected as the place. The duke of Marlhorough proposed A portion of the road between Ogden and toast to President Roosevelt and addressing Promontory was turned over to the Cenhimself to the interests which England tral Pacific. Very briefly these are, the and the United States have in commo circumstances of the union of the two lines of rallway which closed the gap and referred in terms of the bighest praise t completed the first great transcontinental President Roosevelt and spoke feelingly of the late Sir Michael Herbert.

This new line, formally opened and dedi-Ambassador Choate, responding to the cated today, leaves the old road at Ogden coast to his health, which was proposed in and dafts across Great Salt Lake, strikcomplimentary terms by Lord Davey, tool up the duke of Marlborough's reference ing Lucin, 102,5 miles away, making almost a straight cut. Between Ogden and the to the mutual sympathies of the American Inke it traverses a level strip of country and British peoples and said that there had for fourteen and a half miles. In this disbeen reason heretofore to suspect some such tance the line crosses the Weber river settlement on the part of the duke since twice and makes three slight curves. In he had set an example in one form of the all, the line is composed of seventy-two Anglo-American alliance in which the peomiles on land and twenty-nine and a half ple of both countries were able to look with of trestle on water. Twelve miles, and 600 entire satisfaction. feet of this trestle is to be permanent; Turning to Mr. Bryan, Mr. Choate said

remainder filled with material from it was the custom of Americans torn from their native shores to gather together an-Across Promontory Point, a distance of nually and return thanks. The American society in London had now among them an One of the almost insuperable obstacles other of these exiles, for whom personally encountered by the builders of this won- he, as ambassador, had been doing the best he could

Brynn at the Bank.

He had taken Mr. Bryan to visit the Bank of England, where he was able to study the fiscal question in its native lair. The company would be edified, said Mr. Choate, cut-off. It is tifty miles from the lake had they heard Mr. Bryan cross-examining Across the old lake bottom, where the governor of the Bank of England. The ambassador said he had alded Mr. Bryan without any curve exceeding two degrees to hear Mr. Asquith, Mr. Chamberiain, Lord ened, but not until January next and only four at all. The heaviest grade on Goschen and Lord Rosebery, all within forty-eight hours, so if his views on the fiscal question were not utterly mixed they would appreciate at least the quality of the man they had before them. The speech of the ambassador was fol-

lowed by an ovation to Mr. Bryan which, lasted for several minutes. Mr. Bryan, in responding, paid a graceful

tribute to the English guests of the society. He said the highest compliment he was able to pay was that in looking over the ent tables he was unable to distinguish the

English from the American women present. He thanked the British nation for the tended.



Dutchess Trousers-Ten Cents a Button-One Dollar a Rip-Sole agents for Omeha-Price, \$1.50, \$1.75, \$2.00, \$2.50, \$3.00, \$3.50, \$4.00, \$4.50 and \$5.00-Why pay more-nothing better made.

OUR UNDERWEAR SALE IS GOOD FOR FRIDAY AND SATURDAY.



who had started to assist the dying malish pilgrimage now in Rome being presshal, but the shots missed,

Hooper, after killing the marshal moved Ambassador and Mrs. Meyer gave a reception this evening, which was largely at- slowly down the street, holding back the Those present included members of gathering crowd with his revolver, and kindly forbearance It had shown in receiv- the diplomatic corps; the court and the reaching the edge of town, started toward ing fifth "the protectionists for letting him Roman aristocracy. Senator Pierantoni, Van Buren, ordering no one to follow him under penalty of death. News of the mi Inmu closed that men might organize for the chase, which began at once.

derful piece of railroad was a rock 3,000 the inspection of the cut-off was feet in length and averaging twenty feet train proceeded on to Reno to perin depth, through which it was necessary reful view of the trackage improveto cut. This is on Promontory Point. Across Old Lake Bottom. Umbria is the western terminus of the side.

Iful of its hazards. Chief Engineer

FREE TO ANY ACTIVE Bolivar. **BUSINESS MAN**

WITH HIS NAME ON IT.

WITH HIS NAME ON IT. But we are setting ahead of our story. This little box of cards is called the Per-penal Reminder, "Worth forty-seven play of note books. Placed in your desk th seventsche for all the miscellaneous area of note books. Placed in your desk th seventsche for all the miscellaneous seventsche fort of the seventsche seventsche the heavy lingth rwe by five inch record fine, heavy lingth rwe by five inch record ards by months and days, and a quantity of the heavies in an ingenious vely of the heavies in an ingenious vely of the seventsche box-ingenious because the toto of the frequents always to the front and the subise cards always to the front and the subise the

SYSTEM, the gakine. It tells ry month all the v business tricks it save time-all little office wrin-s that save wor-Through SYS-M you can learn



the of business ideas for YOU. The regu-for YOU. The regu-tor YOU. The regu-to the second second second second SYSTEM has a staff of experis-practical business men-who will answer your ques-tions gladly and cheerfully and promptly. This aervice will cost you not one single-penny-if you are a subscriber to SYSTEM The price of SYSTEM is two dollars a year. If is worth a great deal more than that to any alert man with his eyes on the, main chance.

The president of a large lumber company says:

"It 'is absolutely necessary to us is the conduct of our business to have before us such information as BTSTEM gives. Our entire office system has been made up from suggestions con-tained in your publication."

Special O fer to Omaha B e Readars

Special O fer to Omaha B :e Readars

THE SYSTEM COMPANY, 1669 Marquette Building, Chicago.

Reyes is at New Orleans. NEW ORLEANS, Nov. 26 .- General Ruiz Reyes, representing the government of Colombia, who is on his way to Washington to intercede in behalf of his government in connection with the recognition of the Republic of Panama, arrived here today on the steamer Beverly. He leaves for Wash-

t be refused admission to the ports of

ington tonight. General Reves is accompanied by Gen eral Pecho Aspinal, General George Hole- Ratiroad company and president Southern quin and General L. Calaberro. They Pacific company; David Wilcox, president boarded the Beverly at Port Limon and the Delaware & Hudson Railroad comcame direct to this city, General Reves and party did not go, to, any of the hotels, They drove to the Louisville & Nashville offices and bought tickets through to New York and made every effort to avoid publieity.

The general had a satchel full of Colorn bian gold and paid for the tickets in coin of that republic

General Reyes speaks English perfectly, but declined to be interviewed. He said E. L. Lomax, general passenger and ticket to the Associated Press: "We do not wish agent Union Pacific Raffrond company; A. to be quoted at this time. Our mission is J. Dutcher. a private one and until we have reached Washington and discharged it we do not Car-

care to discuss it." DEATH RECORD.

Funeral of W. J. Byan.

WYMORE, Nob., Nov. 35-(Special.)-The funeral of W. J. Ryan, engineer on the Alliance division, of the Burlington, and who was killed Saturday by being struck by a mail crane, was held at 10 o'clock at the Catholic church. Father Freeman performing the last rites. A special was run down from Lincoln 'this morning bringing friends of the deceased from all over the division. The floral tributes were the handsomest ever seen in this city and the funeral was one of the largest. Mr. Ryan was a great favorite with the railroad men and his associates and he comes from one of Wymore's pioneer families. His parents, two sisters and one brother sur-

George W. Parks.

vive him.

DES MOINES, Nov. M .- George Washingon Parks died at the home of his daughter. pany; Mrs. W. V. Williams, in this city this morning. He was \$8 years old. He was born in Maine and came to lowa in the 50's. In is W. survived by a twin sister and several other division Union Pacific Ballroad company sisters and brothers residing near Columbus, C. S. West; W. L. Park, Cheyenne. Ohlo, and leaves besides his daughter, two sons, F. M. Parks of Omaha, Neb., and C. A. Parks of Marshalltown, In. Deceased was a Mason in good standing, a member of the Christian church and a veteran of the Civil war.

A Guaranteed Cure for thing. Itching, Blind, Bleeding or Protruding Plies. Your druggist, will refund money if PAZO OINTMENT fails to cure you in 6 to 14 days. She

FIRE RECORD.

Marietta Glass Plant. MARIETTA, O., Nov. 26 .- The Royal In Car 400 ... glass plant, owned by the National Glass ompany, employing 200 persons, burned today. Loss. \$75,000, partly insured.

à flurn Never Burns

the same time. For man or beast. Price, Sc. crossing the Great Salt Lake at its widest

Navigation company and Oregon Short Line Railroad company; E. O. McCormick, passenger traffic manager Southern Pacific company; J. A. Munroe, freight traffic manager Union Pacific Railroad company;

In Chicago, Milwaukee & St. Paul "Minnesota"-A. J. Earling, presi-

dent Chicago, Milwaukee & St. Paul Railway company; J. H. Hiland, third vice president Chicago, Milwaukee & St. Paul Rallway company; J. N. Fatthorn, vice president Chicago & Alton Railway company; P. A. Valentine, vice president Cnion Stock Yards company of Omaha, in Illinois Central- Car. "Marinette"-J.

T. Harahan, second vice president Illinois Central Railroad company: J. F. Wallace general manager Illinois Central Railroad company; W. J. Harahan, assistant general manager Illinois Central Railroad company; E. C. Cowgill, W. E. Marvel. In Chicago & Northwestern Car No. 400-

W. A. Gardner, general manager Chicago & Northwestern Railway com-H. R. McCullough, third vice pany. president Chicago & Northwestern Railway ompany; E C. Carter, chief engineer Chicagò & Northwestern Railway company. In Union Pacific Car No. 100-Horace G. Burt, president Union Pacific Railroad company; Dr A. F. Jonas, ohief.

surgeon Union Pacific Railroad com-D. O. Clark, superintendent Un ion Pacific Coal company; J. B. Berry, chief engineer Union Pacific Railroad company; A. Deuel, superintendent Nebraska

In Compartment Car "Mosea"-A. Darlow, advertising agent Union Pacific Railroad company; E. L. Huntley, representing the Associated Press; B. Wootan, Omaha Bee; W. R. Omaha World-Herald; G. W. Holdrege, general manager B. & M. Railroad; D. O. Ives, general freight agent B. & M. rallroad; J. Francis, general passenger agent Union Pacific Rathroad company;

Raymond DuPuy, vice president and general manager St. Joseph & Grand Island Railroad company. In Car "Arden". In Car "Sunset" In Car "Minnesota" In Car. "Marinette"

In Car H0 In Car "Mosca" Total .

What the Cut-Off Is.

been the problem. When Mr. Harriman made known this scheme (which he does claim to have originated) such men as James R. Keene said it was silty, and even after Harriman had his plans far on the way of execution Keene declared it would be a colossal failure. Senator J. B. For-

aker of Ohio, in his great argument before Judge Lurton of the United States court in that memorable controversy between Keene and Harriman, grew almost dramatic in his eloquent denunciation of the folly, futility and utter insanity of the proposition.

"It is costing many more millions than is estimated and will have to be abandoned," declared Senator Foraker.

Not Dismayed by Disaster.

Last April when a huge locomotive dragged itself, a score or more of cars. section after section of embankment, and some human beings into the unfathomable depths of two gigantic quagmires, those who had counselled against the building of the cut-off became all the more apprehens-

ive, but the advocates of the scheme still felt secure in their faith of its ultimate success.

This scheme was not original with Mr. present. United States Consul General Harriman. Indeed; before he assumed con-Worman proposed a toast to the Prince trol of the system, Chief Engineer Hood Regent of Bavaria and spoke on the cordial of the Southern Pacific wanted to straddle the great lake with such a line. Mr. Harrelations existing between Germany and riman's first idea, when he took command the United States. Prof. Mayer, formerly under secretary of state, made the principal was to skirt around the southern end of address and spoke of the peaceful character the lake. He thought it would be best to of the economic struggle between the ped run a cut-off from the Union Pacific at ple of the United States and those of Ger-Evanaton, Wyo., to Salt Lake and make many. The professor proposed a toast to that city the terminus. But this plan was the health of President Roosevelt, which combatted by Hood, who finally won Genwas received with great applause. A dance eral Manager Kruttschnitt to his way of thinking and at last, after he gave his brought the celebration to a close. careful study to it. Mr. Harriman, cordi-

Dine and Dance at Berlin.

ally embraced the scheme. BERLIN, Nov. 26 .- Three hundred mem Chief Engineer J. B. Berry, of the Union Pacific was one of the men who opposed hers of the American colony here attended the cut-off scheme at first, fearing that it a Thankagiving day banquet at the Kaisercould never become a salutary construction, hof tonight. Ambassador Tower, who pre and then would cost an outlandish sum of sided, proposed a toast to President Rononey. He did not at all deny the possi- welt, Emperor William and the German bility of the cut-off, on the contrary, he royal family. Prof. W. A. Brown, of Union thought it might be possible, but he main- seminary, delivered an address on "Ameritained that the route around the lower can Ideals." The felicitations of the colony

end of the lake would be the better from all were cabled to President Roosevelt. Dahcstandpoints. One of its objections and ing followed the banquet. fears was that the violent storms which Religious Services in Rome. sweep the northern part of the lake would ROME, Nov. 26 .- For the first time on

whip, the waves up against the treatle. work with such irresis ible force as to ecord a special service was held on destroy the strongest treatle that could be Thanksgiving day in the Catholic church built. This debate and dispute between the of San Sylvestro. Monsignor Robert Seton engineers and officials continued at some of Newark, N. J., titular archbishop of length, but Hood and Kruttschnitt finally Hellopolis giving the benediction. Th won their point and took Mr. Harriman in church was filled, all members of the Engas their first convert.

What Experience Taught.

Experience proved that Mr. Berry and his followers had some pretty good cause for their apprehensions and their scheme, but still it looks as if the other advocates had a little tangible grounds on which to stand. As soon as the workmen started in they began to encounter difficulty. The poor old pile driver can testify to this. It would strike areas where, apparently, the bottom was solid and secure. Then the first thing anyone knew the pile would go clear through, the sait and sand bottom not being as firm as was supposed. When water was reached the temporary track was shoved along by means of sand bags, which were loaded on rafts and poled out to the desired place. Then they were piled in tiers and over them were placed timber stringers on which the track was laid. During the construction of this strange wonderful thing, for the convenience of the Sarsaparilla. 1.0 Arer to wonderful thing, for the convenience of the

six miles out on the lake and it could The Ogden-Lucin cut-off is a line of track reached only by boat. Several hundred After Porter's Antiseptic Healing Oil is ap-plied. Believes pain instantly and heals at extending from Ogden to Lucin, Utah. Inforers with the supervising officials dwelt on this improvised island.

at all, and the gold bugs for counsel for Italy at The Hague having deported him immediately after his the Venezeulan arbitration case, Mr. Mc- tragedy spread swiftly, and stores arrival." Mr. Bryan said he had profited Creary, first secretary of the United States embassy in Mexico, Miss McCreary, Mrs. exceedingly by his visit to the bank of Robert W. Patterson of Chicago, sister of England.

He wanted to call attention, however, to the wife of the American ambassador to Russia, and Mr. and Mrs. Daniel Fearthe fact that the murderous attack by an ing of Newport. insane man with a revolver on Mr. Ken-

neth Grahame, the secretary of the bank Services and Banquet at Florence. occurred the day before he called. FLORENCE, Nov. 22.-Gelebration Thanksgiving services were held in both

Touching the theme of Thanksgiving day Mr. Bryan spoke eloquently of the natural the Protestant and Catholic churches here resources and advantages of the United attended by members of the American col-States for which the people of the United ony. A banquet was held tonight and States must return thanks, and the ideals among those present were Samuel L. Clemof liberty and progress for which they chs, Consul Smith, George Gregory and thank their English progenitors. He urged Admiral Watson. the necessity of the nation bequeathing to

liberty some gift commensurate with the gifts they had received from their ancestorn, and suggested that they bequeath the ideal of international amity, of which The Hague arbitration tribunal was a lasting

nument. "Hall to the nation," concluded Mr.

including a large representation of the American colony at Vienna, a number of tour Bryan, "whatever name, who leads the ists and all the members of the staff of the world towards this high ideal for the lastembassy. ing good of all humanity.

Holiday in Porto Rico.

Banquet at Munich. SAN JUAN, P. R., Nov. 3.-Thanksgiving day was observed as a general holiday in MUNICH, Bavaria, Nov. 3.-The American colony celebrated Thanksgiving day by accordance with the governor's proclamaa banquet tonight at which over 200 were tion.

Ball in City of Mexico. MEXICO CITY, Nov. 26 .- The Americans

Reception at Vienna.

VIENNA, Nov. 26 .- United States Ambas-

sador Storer and Mrs. Storer held their

first Thanksgiving day reception at the

embassy today. About 200 were present,

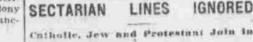
gave a ball at Orrin's 'nstitute in honor of Thanksgiving day. Ambassador, Clayton and a committee received President Diaz on his arrival at the ball.

Chamberinin's Cough Remedy Cures Colds on Nature's Plan,

The most successful medicines are those that aid nature. Chamberlain's Cough Remedy acts on this plan. It aids expec-

toration, relieves the lungs, opens the eccretions and aids nature in restoring the system to a healthy condition. It not only relieves, it cures the cold effectually and

permanently and is unquestionably the most successful medicine in use for this purpose. It is pleasant to take and contains n optum or other harmful drug. For sale by Kuhn & Co



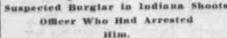
..... at Detroit Thanksarkehrs

DETROPT, Nov. 25.- Nine veligious de ominations joined in a union Thanksgiving service at the Detroit Opera house to day that was attended by a crowd which rowded the capacity of that auditorium The ministers of the following creeds par-

ticipated in the services: Congregational, Roman Catholic, Episco pallan, Jewish, Methodist, Presbyterian, Baptist, Unitarian and Universalist. Rev. S. S. Marquis, Episcopalian, aroused much enthusiasm by his address, in the

course of which he said of denominational-It seems to me that if there is one thing more apparent than another, it is that God has refuted our denominational claim. It has been demonstrated that God can work irrespective of ecclesiastical machinery and we are gradually awakening to that fact.





FAIRMONT, Ind., Nov. 28-J. J. Payne own marshal, was shot and killed in a stneet fight this afternoon by Harry "Red" Hooper, whom he had under arrest as a

ELLEN BAILEY IS CONVICTED

Virginia Woman Found Guilty of Plauning the Norfolk & Western Wreck.

STAUNTON, Va., Nov. 26,-Mrs. Ellen Bailey today was found guilty of planning the wreck which occurred on the Norfolk & Western railroad at Greenville last December. The jury fixed her punishment at ten years in the penitentiary. Her son, James Bailey, and Joseph Kennedy have been convicted of wrecking the train. Bailey was condemned to serve eighteen years in the penitentiary, while the jury in the case of Kennedy brought in a verdict of murder in the first degree.

Inquires Into Humbert Case,

PARIS, Nov. 26 .- The parliamentary com mittee of inquiry, appointed to investigate the Humbert affair, assembled today Deputy Delarue, the president, denied that the commission would whitewash the prominent persons mentioned in the domments in the case. He declared the fnvestigation would be complete, without reference to who would be involved.

DIED.

BREWINGTON-Mrs. Maggie M., November 25. Funeral at residence, 2451 South Soven-teenth street.

CHAMBER'S OPENING ASSEMBLYDecember 2nd COMPLIMENTARY. duncing are requested to appear in coning dress.

Others take seats in balcony. Apply for Admission Card 2424 Farnam Street

AMUSEMENTS. BOYD'S Woodward & Burgess.

Tonight and Saturday Mat, and Night "THE WHITE SLAVE" Prices-Matines, Any Seat 25c, Night, 23c,

SUNDAY AND MONDAY NIGHTS The Best of All Musical Comedies





MODERN VAUDEVILLE, Rousby's Electrical Spectacle, "In Paris," The Three Crans Bros., MaCart's Dogs and Monkeys, McIntyre and Prim-rose, Geo. Austin, Antrim and Peters, Lorado and Blake and The Kinodrome. PRICES-19c. 25c, 50c.

KRUG Theater 15-25-50-750 25c MAT. Eugenie Blar Hooper also fired twice at Alonzo Stewart, Blair in "MAGDA."

