Peerless and pretty describes the new spring shades of the "Kayser" patent finger-tipped silk gloves, the kind that don't wear out at the finger ends. The genuine have the name "Kayser" in the hem, and a guarantee ticket in each pair.

shades of Brown Pongee, Navy, Grey-also | white, grey and modes, with two clasp, at black and white, either with black, white 75c per pair. or self stitching, at \$1.00 per pair.

Kayser Silk Gloves, in black, white, grey,

brown and modes; at 750 per pair.

Kayser Silk Gloves, in black and white, at 50c per pair. Kayser's Super Town Made Silk Net Gloves, with two pearl clasps, in black, white, grey, champagne and modes, at \$1.00

Kayser Two Clasp-Silk Gloves in all Kayser Lude Milanaise Gloves, in black

Kayser Lisle Milanaise Gloves, in black white, modes and greys, a durable glove, at 50c per pair.

Customers Deposit Account Dept, Not a bank, but an account that gives all

## THOMPSON BELDEN & GO

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

Scott & Co. and also at Marshall Fields' it was declared that they had operated a majority of their wagons successfully, although police guards were required in every instance. The express companies were interfered with but little and considerable progress was made toward relieving the congested situation at the various railroad depots.

the head by a brick; probable concussion of the brain.

Michael Howard, rioter, shot by policeman in the left hand while endeavoring to exape arrest.

A Motilewitz, peddler, beaten by a mob because he was not a member of the teamsters' union; head badly cut and body bruised.

Policeman Andrew McLaughlin, bruised about the head and chest by bricks.

The South Water Street Commission Merchants' association, an organization with a membership of over 400, decided today to cast their lot with the Employers' association and to receive goods from any firm. regardless of whether such deliveries were made by union or monunion teamsters,

Fights in Shopping District. There was less disturbance today in the wholesale district, but the fighting went on with its usual persistence and viciousness in the heart of the fashionable shopping A number of nonunion men were clubbed and beaten and their wagon guards and the police retaliated with vigor upon the rioters. In every instance the crowds were dispersed after a brief scrimmage which was, however, in several cases of rather a sharp character.

The number of injured was, from all accounts, about the same as that of the last two days. About thirty or forty men have been cared for at the various hospitals and there are fully as many more who have received medical attendance and whose names are not known to the police. The injured are:

Otis Keith, nonunion teamster, thrown under street car at Clark street; head cut and body bruised.
Charles Rieblin, a bystander, knocked down by a rock thrown during a riot; skull fractured; will die.
John Ransbury, colored, shot in left foot by barn boss; not serious.
Adolph Schmidt, St. Louis, nonunion driver, beaten until unconscious; rescued by police.
Mrs. W. Claret, shot in neck by a rioter while standing in her doorway; will recover.

while standing in her doorway; will recover.

James Jackson, nonunion driver, beaten
by mob; head and body terribly bruised.

Robert Nichols, nonunion driver, struck
by chunk of coal while driving a team in
Wabash avenue, fell off seat, skull fractured by wagon wheel; may die.

Charles Stewart, beaten by mob; rescued by police.
Affred Halloway, badly beaten by mob

William Hunt, rioter, beaten to insensi-bility by policemen during downtown riot. Policeman James O'Connor, head cut with A mob late

Policeman John Suilivan, bruised by stones.

Cornellus Callahan, rioter, head cut by blow from a policeman's club.

John R. Smith, driver for a department store, beaten by a mob at Ashland and Grand avenues. His horses, wagon and goods were taken away by the mob.

Abner Jones, colored butler for Mrs. A. M. Ellis, 774 Prairie avenue: Taken for a nonunion man and beaten by a mob. Pursued for several blocks and finally knocked unconscious with a stone on the steps of Mrs. Ellis residence.

William Dodd, colored waiter, dragged from a Wentworth avenue street car and beaten by a mob, which took him for a nonunion man.

Policeman Jacob Schwartzenburg, hit on

#### LEGAL NOTICES.

Mutual Reserve License Granted. On account of some misunderstanding regarding the annual statement submitted to the auditor of Nebraska by the Mutual Reserve Life Insurance company of New York their license was held up. Explanations have now been made by the company through their Mr. Miller, and under an agreement that the auditor shall be allowed to verify the statement, the license has been issued.

CERTIFICATE OF PUBLICATION. State of Nebraska, Office of Auditor of Public Accounts, Lincoln, Neb., May 3,

1905.
It is hereby certified that the Mutual Reserve Life Insurance company of New York, in the state of New York, has compiled with the insurance law of this state, applicable to such companies, and is therefore authorized to continue the business of life insurance in this state for the current year ending January 31, 1906.

Summary of report filed for the year ending December 31, 1804; INCOME. 

DISBURSEMENTS. Paid policy holders .. \$3,128,878.49 All other payments ... 1,625,335.16

\$4,893,708.00

ADMITTED ASSETS. \$5,759,917.29 LIABILITIES. policy claims.... .....\$4,397,988.00 ......796,704.31 ......206,013.40—\$5,400,705.71 urplus beyond cap-ital stock and other liabilities

\$5,759,917.29 Witness my hand and the seal of the auditor of public accounts the day and year first above written.

(Seal.) E. M. SEARLE, Jr., Auditor of Fublic Accounts.

Boys' shirts, pants or drawers in !

Shirts or Drawers, at... 45c

Jersey Ribbed Cotton.

Boys' fine Balbriggan

Boys'

Riot on Dearborn Street. In a riot tonight at Eighteenth and Dearborn streets Thomas McCracken, a striking teamster, was stabbed in the neck and beaten over the head by revolvers in the hands of colored nonunion men. A number of the colored men, who were at work for the Employers' Teaming company, were leaving the barns at 1817 Dearborn street, when a crowd of strike pickets hooted and commenced throwing coal and stones. A hand-to-hand fight resulted, during which McCracken was stabbed and beaten. A rlot call was sent to the Twenty-second street police station and when the officers reached

the scene a free fight was raging all over the street intersection. The police clubbed right and left and soon seattered the fight-McCracken was found unconscious the others fled. No arrests were made In an attack made this evening upon five

coal wagons belonging to the Standard Wash Coal company while they were passing Harrison and Desplaines streets, volleys of stones were hurled at them and several of the policemen and drivers were struck. Michael Howard was seen throwing a stone and Sergeant Quinlan made a dash for him. Howard fled, with the officer in hot pursuit. When the fugitive refused to halt Quinlan fired and the bullet struck Howard in the left hand. Cornelius Callahan, an offer employed by the city of Chicago, joined in the rioting and he was struck on the head by a policeman's club and his scalp laid open for six inches. The wagons of the coal company were driven by the officers of the corporation. When W. T. Deliaente, president of the company. found himself short of drivers this afternoon he announced that he would take the first wagon out himself and called on other officers of the company to volunteer. Mr. Delfaente proceeded and behind him came wagons driven by M. C. O'Donnell, the secretary; George Forbes, the treasurer, and Charles Mansell and Ira Johnson, head

Policeman John Sullivan, bruised by dier named A. Mottlewitz as he was passing the corner of Milwaukee and Western avenues. A crowd stopped him and ordered him to show his union button. He explained that he owned his team and could not therefore become a member of the union. Dissatisfied with his explanation, the mob attacked him, beat him over the head with bottles, cut his horse loose and wrecked his wagon.

Feeling Against Negroes. The public feeling on the negro question was extremely bad today and promised to grow without any question as to the merits demerits of the strikers.

A considerable portion of the men of the Employers Teaming association regret that negro strike breakers were ever brought in. The greater portion of those who have been used are said to have proven incapable. During the last two weeks more than 1,000 negroes have been brought into the city to aid the Employers' Teaming association. Some of those have brought their families with them, sufficient to make the negro importations into the city total about 1,500. The number who have already the Teaming association through fright over the situation is placed at 500 a large number of whom are drifting about the streets. It was said today that the employers had given notice to their agencies that no further importations of negroes need be made; that only white men are needed to take the places of the strikers. Aside from the ineffectiveness of many of the colored men, the spectacle of street processions of hundreds of imported negroes armed with heavy sticks, and of negro caravan drivers from whose pockets butta of pistols could be seen ostentatiously protruding, seemed to inflame more than anything else the ordinary peaceful side of the city's population. This was shown generally today more than any time previous by the way in which respectable men and women howled at the imported colored men. Yet there were frequent cries of "Go back home; fight a white man with a white

Want No More Men. ST. LOUIS, May 4.-A telegram was received today by an employment organization here from the head of the employers' organization in Chicago that no more strike breakers are needed from here. The employment organization has sent 2,000 strike breakers to Chicago during the last

#### FAIRBANKS AND FISH SPEAK

Foreign Delegates to Railway Congress Are Made Welcome to America.

VICE PRESIDENT ON VALUE OF PUBLICITY

President of Illinois Central Says America Must Look to Europe for Light on Some Traffic Problems.

WASHINGTON, May 4 .- The seventh seson of the International Railway congress was formally opened here today by Vice President Charles W. Fairbanks. The opening ceremony took place in the ball room of the new Williard hotel and was attended by nearly 500 delegates and as many of their friends. Three hundred of the delegates are foreigners and every railroad of importance in the world is represented Vice President Fairbanks' words of wel come and congratulations were followe by an address by Stuyvesant Fish, president of the American section of the congress, and by Ernest Gerard, temporary chairman of the permanent commission of the congress. The five sections through which the congress is to accomplish its work of discussion were organized at once and each will meet at 9 o'clock tomorrow to take up the duties assigned it.

During the afternoon the delegates visited Mt. Vernon and the tomb of Washington by steamer and in the evening a private view of the collection of the Corcoran gallery of art was given.

The discussions of the sections are to be onducted behind closed doors, in order that there may be no restraint in expres sions of opinions of delegates.

The topics to be handled are entirely cientific and technical. The conclusion reached by a section after due discussion of a topic is abstracted and presented to the general congress at meetings to be held during the ten days' term of the session These conclusions are printed and consti tute the work of the congress. No legisla tion of any nature is ever enacted by the congress and no resolutions binding rail ways to any line or policy are considered. The present is the first session of the ongress to be held in the United States. Vice President Fairbanks, in calling the congress to order, welcomed the delegates

o the United States, saying: The very pleasant duty rests upon me to welcome you to the seventh session of the international Railway Congress. To each and all of you I extend a cordial greeting you who are accredited from foreign countries need no assurance from me that the

tries need no assurance from me that the American people welcome you with that genuine and generous hospitality with which you are ever pleased to receive Americans.

Your assembling is always an event of much significance, for it brings together men eminent in the political, economic and transportation affairs of the world to deliberate upon themes which have a very direct and considerable bearing upon the interests of mankind.

direct and considerable bearing upon the interests of mankind.

The railway is essentially an instrument of our modern civilization. There are many men living who were born prior to the construction of the first railway, either in England or the United States. It was created to meet an imperative demand and its growth has been one of the most marvelous developments of recers times. From a local creation, to meet local necessities, it has expanded until it binds together remote industrial centers. It crosses and recrosses continents and brings nearer to each other the capitals of the world. It tends to knit people together by the ties of mutual respect. It has pushed forward the frontiers of civilization and brought the waste places under cultivation. It has had a prefound influence upon the commerce and customs of the people of the entire world. It has become the artery through which flows the world's commerce, giving life and vitality to countless communities and manifold industries. It is inextricably woven into the social and commercial life of millions of the human inextricably woven into the social and commercial life of millions of the human salesmen. All of them were slightly bruised

Equality of Service Necessary.

The railway, by its very nature, is charged with great public duties. It is in the highest sense a public servant and must discharge its functions with impartiality, giving to all whom it serves just treatment. Equality of service is the predicate of good relations between the railway and the public. It is of the utmost importance that unjust favoritism should not obtain, that rates should be open and enjoyed by all alike. Nothing so quickly and surely lays the foundation of distrust and discontent as secrecy, where there should be publicity, as inequality where there should be equality. Transportation charges must be fixed with a just regard to the owners, the employes and the public. The interests of none can be disregarded without ultimate injury to all. The specific subjects which invite your deliberations are of the utmost importance. Among them are those which seek to promote the comfort and security of the traveling public and make more secure the lives and limbs of the employes upon whose skill and fid ity the safety of the person and property of so many depends. Consideration of "principles and plans for the retirement and insurance of employes and workmen" is in harmoy with the progressive spirit which has characterized the development of the interests in which you are concerned. To provide some measure of relief for those who are incapacitated for further service by accident or the infirmities of years, is, in the highest degree, just and praiseworthy. Such relief is founded upon broad, equitable and humanitarian principles. Equality of Service Necessary.

Stuyvesant Fish's Address. President Stuyvesant Fish of the Illinois Central and the American railway representative took the chair. Mr. Fish said:

On behalf of the American Railway association, which has for many years existed among the railways of the United States, of Canada and of Mexico, I have the honor to welcome to the seventh session of the International Railway congress and to the first held elsewhere than in Europe the delegates named by the governments and by the railways of the lorty-sight countries here represented. Many of you have crossed the Atlantic at an inclement season and not a few have crossed the Pacific ocean. Indeed, you have come from all quarters of the globe and from the isles of the sea. The occasion is honored not only by so large an attendance, but also by the presence for the first time as adherents of the International Railway congress of delegates appointed by his majesty, the emperior of Germany, and by his excellency, the president of the republic of Cuba. That in welcoming these new adherents we are not unmindful or our old and tried friends is shown by the decorations of this room, which, if I mistake not, include the flag of each and every nationality here represented.

While it is undoubtedly true that Great Britain was the birth place of the railway, it is equally true that almost from the beginning the nailways received their greatest impulse in this country.

In America the problem was to raise capital sufficient to manage in some way to provide means of transportation where none existed, and very generally to do this in advance of population and through a wilderness, while in Europe the problem was, with an abundance of capital, to mereily provide a better and cheaper means of transportation which should supplement the existing excellent highways and canals. The cagerness of our people for means of transportation induced them to put up with a service and to endure conditions which would not for a moment have been tolerated in more densely settled and more highly organized countries; and our foreign delegates will, as they travel thro Central and the American railway representative took the chair. Mr. Fish said:

Look to Europe for Light,

The welcome which we tender at this time to the delegates, and especially those who have come from Europe, is, if possible, more earnest because, vast as has been the growth of the reliroad system on this side the Altantic, we in these newer countries must now look more and more to the experience of Europe for light in dealing with the problems which are beginning to confront us on account of our increasing population and civilization. This will involve a vast expenditure of capital, and it may be that when we shall have met and overcome all these difficulties, the capitalization of our railways, which in the United States is now \$53.185 per mile, may approach that of the railways of Great Britain, which is £55.65, or, say \$57.455 per mile. While I hardly think we shall go that far, I am certain there must be a very great increase above the figures now prevailing. This because we must now do what they did at the outset—provide second, thi-d and fourth tracks and separate, at least in the densely populated towns and cities, the plane of railway traffic from the plane, of street travel. Nor is this by any means the only point on which we look to Europe for enlightening. The preponderance in the older countries of passenger traffic in its Look to Europe for Light.

relation to freight traffic presents a condi-tion which is confronting us more and more. Already in our eastern states the proportion of the revenue derived from the carriage of freight—to wit, M per cent of the total receipts from operation—is as low as in Great Britain, although in the interior and in the west the receipts from freight still form upward of 70 per cent of our total revenues.

n has been said of late here and about inland transportation by In this connection we must not concanal. In this connection we must not con-fuse transportation by steamships on the Great lakes, which are inland seas on which ply vessels larger than those that traversed the Atlantic thirty years ago. Apart from these lakes there are two great inland waterways in the United States— the Mississippi river and the Eric canal.

Sections All Organized. Details of the organization were perfected at the conclusion of the opening speeches. Secretary Weissenbruch of the permanen nmission of the congress, was made secretary of the congress, with W. F. Allen secretary of the American section, as as

sistant secretary. Stuyvesant Fish was made chairman of the first section, which is to consider ways and works: T. N. Elv. second section, locomotives and rolling stock; Sir George Arm itage, third section, lighting and heating of trains, automatic block system, baggage and express, and suburban traffic; Mr. Perouse of Paris, fourth section, slow freight and suburban traffic, bookkeeping, regulation of work: Ernest Gerard, fifth section. the general tople of light railways.

#### **WESTERN MATTERS AT CAPITAL**

Postmasters and Rural Carriers Are Named by the Postoffice Department.

(From a Staff Correspondent.)

WASHINGTON, May 4.-(Special Tele gram.)-Postmasters appointed: Nebraska -Ruby, Seward county, Charles C. Bacon, vice H. Davis, resigned; Shickley, Fillmore county, L. O. Dodge, vice C. N. Wennersten, resigned. Iowa-Newmarket, Taylor county, Norval Reeves, vice A. M. McAlpin, resigned: Union, Hardin county, Oscar E. Wood, vice John C. Hass, resigned. Rural carriers appointed: Nebraska-Grand Island, Route 5, Edwin R. McAllister. carrier: Edna G. McAllister, substitute Palmyra, Route 3, Clyde Vosburgh, carrier W. E. Vaughan, substitute. Iowa-Chariton Route 6, William E. McMains, carrier; James C. Stroud substitute Elkader, Route 2, Carroll F. Quinn, carrier; Ray Quinn, substitute. South Dakota-Letcher, Routes 2 and 3, Roy Jacobus, carrier; Paul Jacobus, substitute. Tripp. Route 1. Christian Friederich, carrier; David Ries, substitute. Route 2. Arthur G. Koons, carrier; Frank E. Lewis, substitute. Willow Lake, Route 2,

MAYOR NEFF IS ENJOINED Kansas City Official May Not Ordinance for Natural Gas Company.

Fred Greenfield, carrier; William C. Porter,

substitute.

KANSAS CITY, May 4-Judge E. P. Gates, in the circuit court here today, issued an order upon petition of several prominent citizens, enjoining Mayor J. H. Neff from signing a bill recently passed by the city council granting a franchise to Hugh McGowan of Indianapolis and others to furnish the city with natural gas. The promoters agreed to furnish gas, to be pumped from the Kansas field, at 25 cents per 1,000 feet for the first five years, after which the price was to be 30 cents. The petitioners allege that the franchise

This was the last day the mayor had in which to sign the bill. Mayor Neff tonight vetoed the gas ordinance, giving as his reason that the restraining order of Judge Gates asserted the violation of the spirit of the city charter in the part of the ordinance conveying

gives the promoters an unfair advantage.

the property of the Kansas City (Mo.) Gas company. Fine French Picture Glass at retail at Kennard Glass and Paint Company, 15th & Dodge

#### FORECAST OF THE WEATHER

Fair and Warmer in Nebraska, South Dakota and Wyoming Today and Tomorrow.

WASHINGTON, May 4.-Forecast of the veather for Friday and Saturday: For Nebraska, South Dakota and Wyoming-Fair and warmer Friday and Satur-

For Iowa-Fair Friday, colder in east portion; Saturday, fair and warmer, For Colorado-Rain Friday, with colder in southeastern portion; Saturday, fair and

Mean temperature ...... Precipitation Temperature and precipitation departures from the normal at Omaha since March 1, and comparisons with the last two years: Reports from Stations at 7 P. M.

Station and State of Weather. Bismarck, cloudy heyenne, part cloudy Chicago, cloudy Davenport, part Denver, raining-Havre, clear Helena, cloudy Huron, cloudy Kansas City, cle North Platte, cl ort, part cloudy North Platte, clear Omaha, clear
Rapid City, cloudy
St. Louis, raining
St. Paul, part cloudy.
Sait Lake City, cloudy
Valentine, cloudy
Williston, cloudy indicates trace of precipitation.
L. A. WELSH, Local Forecaster.

### A House Party

Deucedly pleasant, of

Butyou're always on the go A score of people to measure wits against

A hundred things to do Wearing on the nerves Stomach sympathizes

You wake up feeling razzle-dazzled A bottle of

will clear the liver, sweeten the stomach, and take the strain off the nerves

For rale everywhere

Dinner on Way Home.

IMPORTANCE OF GREAT NORTHWEST

Montans, Washington and Idahe Especially Astonish Those Who Had Never Before Visited Out There.

Representatives of the Chicago Commerdal association made their concluding stop in their tour of the important cities of the northwest by enjoying the hospitality of the Omaha Commercial club for a shor The members of the time last evening. party were: F. P. Armbruster, Frederick Bode, J. E. Defebaugh, John H. Hardin. W. D. Haynie, Frank Hibbard, Hypes, E. U. Kimbark, James MacVeagh John McCarthy and John G. Miller. The tour extended through North Dakota, Montana, Idaho, Washington, Oregon, Utah, Wyoming and Nebraska. John Steel, chair man, and the members of the entertainment committee of the Commercial club met the enthusiastic visitors at the Union depot and escorted them to the fler Grand hotel, where dinner was served. This left but a short time for entertaining the visi tors at the Commercial club, as their train left for Chicago a few minutes after 8

But the time they had at their disposal at the club was crowded with enthusiastic greetings, cheers and other things, and inding their lines cast in such pleasant surroundings they reluctantly announced that they were sorry to so soon leave for the city of high winds, and strikes. Many of the party were acquainted with member. of the club and in the short time spent here pleasant greetings cheered them for the final plunge through the darkness. Mr. Hypes, representative of Marshall

Field & Co., said that what they had learned of the great strike now going on in Chicago was in sharp contrast with the bustling and harmonious activity that pre vailed all through the northwest.

#### Opened Some Eyes. "Many of us saw the numerous enterpris

ing cities of the northwest for the first time," he said, "and we were much aston ished at the progress made as compared even with what we have had opportunities of learning through the newspapers. Th spirit and dash of those business men is something that must be observed at close range to be appreciated. And what a great country it is, and what a variety of re-We realized how much in the sources. way of trade we in the east owe to those pushing people. In Montana we stopped at Butte and Helena, and while these cities are mainly of interest as mining centers. we had other opportunities of learning something of the enormous prosperity of the state in other sections. Not having many manufactories. Montana must be great purchaser elsewhere. But they have cattle, sheep, wool and lumber to sell to us and they find no lack of buyers. What struck us as being most significant was the general character of the supplies the business houses require to meet the demands of their customers. The people not only want the best, but they want about every thing that the eastern houses can furnish and our credits show that the people not only buy good things, but they pay for them, and in consequence the merchants are doing a big and a safe business. The same can be said of Washington and Oregon, although in the leading cities in those states there are more manufactories and a more pretentious attempt to become headquarters themselves for the supply of

Boost for Pacific Trade.

"Seattle, Tacoma and Portland, being at tidewater, have the cheap ocean freights and the markets of the world to draw from It did not take a Chicago man long to see the tremendous advantage these cities will have in securing a large share of the trade of the orient. The natural resources of the surrounding country will unquestion ably be exploited at a tremendous rate, once peace is restored and the advance of China gains headway. I don't think anyone can measure the effect China's awakening will have upon the Pacific trade of the United States. It appears to me that the ultimate effect will be to make the Pacific coast more and more independent of the far east in manufactures. Just now the trade will not justify anything like adequate exploitation of their resources, but, as I have suggested, once the orient awakes, as it certainty will, we can only speculate on the vast expansion our trade will experience with those countries. Then the coast will vie with the east in supplying this trade. We have seen enough of the energy, enterprise, resourcefulness and sound business methods to be convinced that the business men of the coast will not fall to reap the cream of the harvest." The trip now brought to a close began on April 12, and the tourists look as if they had been treated on the fat of the west

for their good humor was in no wise duiled by the strain of so much and so rapid sightseeing.

#### FIRE RECORD.

Hardware Store at Blair.

BLAIR, Neb., May 4 .- (Special Telegram. The large two-story and basement building occupied by G. O. Keough with a \$10,000 stock of hardware caught fire in the basement this evening supposedly caused by spontaneous combustion, there being a large amount of coal and eight barrels of machine and linseed oil in the basement. Several of the barrels were charred half through the wood and the fire spread rapidly over the cetling of the basement, making it difficult to get at the fire. The firemen did noble work and carried out gasoline and powder cans from the burning building. The damage to the building was slight and on the goods the loss probably will be \$400 or \$500. The insurance carried on the stock was \$7,500. The fire depart ment is now working under two chiefs and much bitter feeling exists between Mayor Williams and the department. In January the department elected Jones Burcham as chief, and when Mr. Williams

Livery Barn at Fremont. FREMONT, Neb., May 4 .- (Special.)-Edward Holtz's livery and feed barn was

was elected mayor he appointed J. R. Smith

as chief. All ill feeling was laid aside to-

day in fighting the fire, however.

totally destroyed by fire early this morning. The proprietor, who was sleeping in a room off the office, did not discover the fire until after the alarm was given. He succeeded in saving most of the horses, but five of his own and one belonging to A. Zlotky were burned. The building, which was one of the oldest in the city, was owned by Preston & West, was valued at \$2,000 and was uninsured. Mr. Holtz had \$1,400 insurance.

Colorado Springs Store. COLORADO SPRINGS, Colo., May 4 .-Fire today in the building occupied by the New York Cash store caused a loss of \$70,000. Thirty-five clerks, most of them girls, became panic-stricken, but all es-

caped without injury.

Kansas Business Houses. HOME CITY, Kan., May 4.-Fire early day destroyed fifteen business buildings. leaving only the depot and two elevators standing. Several families lost all they possessed. Loss \$100,000.

## CHICAGO TRADE PROMOTERS DEAFNESS, ASTHMA,



THE NEW TREATMENT THAT CURES DEAFNESS, HEAD NOISES, CA-TARRE & ASTHMA QUICKLY.

Deaf—A Mother's Testimony—Dumb.

Mrs. P. J. Williams, 227 Nebraska avenue.

Kansas City, Kan. mother of Miss Jennie
E. McCray, says in corroboration of the
above: "My daughter had scarlet fever
when 2 years old, which affected her ears
causing total deafness. We could not
make make her hear by the use of an ear
trumpet or any other appliance, and she
gave no indication of hearing even the
loudest clap of thunder. We educated her
at the school for the deaf and dumb at
Olathe, Kan. She never learned to talk
except the language of the mute. She is
now & years old. Two years ago she was
treated by Dr. Branaman for three months,
and at the end of the second month began
to talk and could hear birds sing, street
car boils, the clock tick, and other more
or less startling sounds. She can now hear
ordinary conversation, as her hearing has
gradually improved ever since. We have
no doubt of her ultimate cure and are delighted at this remarkable and unexpected
recovery. This morning I tried her hearing with the watch. She heard it distinctly six inches from the head." Deaf-A Mother's Testimony-Dumb

and Catarrh Cured by Home Treatment.

Dr. Branaman, Omaha, Neb.

Sir—I take pleasure in dropping you a few lines to let you know what wonderful results your medicine is having on my stomach. My hands and feet are now warm, which they have not been for years I can now breathe easy, no more rattling or wheezing. I can lie down all night, do not cough at night, that awful weight on my chest and gasping for breath do not trouble me any more. I am more than pleased with your new Vaporizer. The Vapor cured me all right. I feel like a new man. I recommend you to all my friends, as I know your home treatment cures.

W. H. PRUITT, Turett, Colo.

Successful specialist. Dr. treated and cured free me ness. Asthma and Chro any specialist in the cont deceive the sick and not deceive the sick and You must begin treated ask advantage of this begin treatment at \$3 pe continue at the same ra Dr. Branaman is pe in Omaha and wishes to with all the Deaf and at once.

Kindly.

W. H. PRUITT, Turett, Colo. Dr. Branaman, Omaha, Neb.

## Catarrh Cure

During May Only

Dr. Branaman has been preed by many ginning treament during the month of April, but he refuses to do so he he warned Medicines are advancing in ill 'In 'time. price and the doctor must raise the price and will still treat for the actual cost of and will still treat for the actual cost of medicines used, in each case, treatment will be free, consultation will be free, no expense to the patient except for medicine used (at wholesale). This is given to prove came to the people of Omaha that Chronic Diseases can be cured. Deafness, Head-moises, Asthma, Catarrh, Kidney, Stomears ach, Blood Polson, and all Nervous Trounot bies will be treated free—no expense exsept for medicines used.

\$3.00 Will Cure Many.

ind the most stubborn and complicated cases will not exceed \$6 for one whole month:

ELECTRICITY deafness and head-noises perma-

nently by applying it to the ears. A ml.1 current is passed through the ears, reducing all inflammation, relieving all shrunken and thickened condition of the ear organs. It also acts as a great nerve tonic, restoring and reviving every nerve fiber to a healthy condition.

Understand the Free Offer.

Examination, consultation and treatment are free. This gives every one the advice and treatment of America's most successful specialist. Dr. Branaman has treated and cured free more cases of Deafness, Asthma and Chronic Disease than any specialist in the country, and will not deceive the sick and afflicted.

If your case is incurable you will be told so free of charge.

You must begin treatment at once to take advantage of this low rate. If you begin treatment at 33 per month you will continue at the same rate until cured.

Dr. Branaman is permanently located in Omaha and wishes to become acquainted with all the Deaf and afflicted people at once.

No experimenting. No fallures.

Home Treatment as effective as office Treatment. Write for Home Treat-

ment Symptom Blanks and Book of Testimonials. C. M. BRANAMAN, M. D., 510 New York Life Bldg.

## Cyclone Time

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AT THE PLAY HOUSES.

"Mrs. Wiggs of the Cabbage Patch" at the Boyd. This pretty play of life among the humble vas given to the intense satisfaction of a large audience at the Boyd last night. It is one of those pieces for which familiarity breeds a stronger liking, as is testified by the fact that its single appearance here this season drew a much larger attendance than did either of its three performances last season. Madge Carr Cooke still heads the ong cast as the cheerfully optimistic Mrs. Wiggs and is assisted by the same strong ompany that supported her in the original production, with the exception of Miss Bessie Bariscale, who is Lovey Mary instead of Mabel Taliaferro. Miss Bariscale acts the part very acceptably, but it's an oddson bet that she can't say what Miss Taliaferro did, that the hair's her own and not

a wig. Miss Cooke has improved her per-

formance but little, for she had left little

to be done in her first offering of it. The

others are of the same general excellence

and all the pathetic comedy of life in the

"patch" is brought out in a most artistic

manner. It is hard to conceive any place

in which the action or presentation of the

piece could be improved. The engagement

was for a single performance. "Beware of Men" at the Krug. The first and what should be the last perormance of a play bearing the nondescriptive title of "Beware of Men" was given at the Krug last night, before a meager audience, and yet before more people than should ever attend a performance so entirely unworthy. It is not enough to plead that such plays teach a moral lesson; they do not, but they do bring innocent boys and girls into a close familiarity with the lowest forms of vice, and should therefore be suppressed. Based on the seduction of a maiden, whose misdirected confidence in her betrayer leads her to follow him, the action of the play is directed through a brothel, where the "professional" women and abandoned men are paraded in revolting realism, and finally by way of a city mission house to an impossible forgiveness and reconciliation. The company having the piece in hand seems incapable of giving true value to the deeper sentiments suggested as a foil for the thinly veiled or

directly expressed evil of its theme, but

that lurks behind closed doors in large

cities. "Beware of Men" belongs to a class

does bring out in hideous reality the sin

of recent melodramas that should not be allowed on any stage. Morality does not require it and decency revolts at it. The piece is listed to remain at the Krug until Saturday night, with a matinee on Saturday.

Concert at Clifton Hill. A very enjoyable literary and musical program was given by the Young People's Society of Christian Endeavor of the Clifton Hill Presbyterian church Thursday evening. The program consisted for the most part of musical and literary selections given by the members of the society, some outside talent also being second

clety, some outside talent also being secured.

The Omaha High School Octette rendered a number of selections which were very enjoyable. A violin solo was given by Graydon H. Fox, who was accompanied by John McCreary on the piano. Miss Birdie Wilson also piayed a violin solo, and was accompanied by Miss Peari Cole.

The proceeds of the concert will go into the general fund of the young people's society. Miss Peari Cole and R. D. Johnston had charge of the program, which was given to a large audience.

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