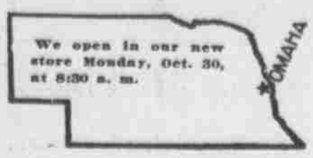
TELEPHONE 694. BEE, OCTOBER 25, 1905.



ON ACCOUNT of MOVING

Our store will be closed Thursday, Friday and Saturday.
We open Monday morning at 8:30 in our new store, located in the new retail center, Howard and Sixteenth Sts.
The gentlemen, as well as the ladies, are expected to come.

THOMPSON, BELDEN & CO.

6½ inches, its draft being 24 feet. The largest battleship in commission in the American navy is but 388 feet long, with a normal displacement of 12,500 tons. The Brooklyn, the largest armored cruiser in the United States navy, when the war with Spain was fought, is but 9,215 tons, while the largest battleship in the navy in 1898 had a displacement of but 11,275. These comparative figures will give some idea of the size of the West Virginia and its class.

Within the coming year two battleships of 16,000 tons displacement will be placed in commission, but even these will not have the extreme length of the West Virginia.

To man the West Virginia requires a complement of forty-one officers and 787 bluejackets. Special care has been given in the construction of the armored cruisers of this class to provide for the comfort of the enlisted men. The galleys are of the most modern and approved type and bakeries have been installed which insure a fresh supply of bread daily.

The West Virginia carries a main battery of four 8-inch guns and fourteen 6-inch guns of the rapid fire type, which is supplemented by a strong array of smaller guns for a secondary battery. It also is provided with two torpedo tubes.

As the West Virginia is fitted as a flagship, it is admirably adapted to the use of the president and the spacious quarters provided for the admiral will insure the comfort of the president on his homeward journey. These quarters are located in the extreme afterpart of the vessel. The admiral's cabin is fifteen feet wide and tweny-six feet in length, extending from one side of the ship to the other. This is used as the dining room and in it there is a dining table, sideboard and dining chairs, all of mahogany, besides a number of large easy chairs. There is but little woodwork aside from the doors and furniture. The exposed steel has been treated to a coat of white enamel, which, with curtains of green velour, hung on polished brass rods at all doors and air ports, and rugs of American make on the floors, produces a harmonious effect. Adjoining the admiral's cabin is the pantry and the admiral's office. The cabin aft may be employed as a lounging room. The hangings here are of green velour and tables covered with green billiard cloth, carry out the general color scheme.

The West Virginia is commanded by Captain C. H. Arnold, while Rear Admiral Brownson, commanding the division of which the West Virginia is the flagship, accompanies it on the presidential trip. The Colorado is commanded by Captain Duncan Kennedy and the Pennsylvania by Captain Thomas C. McLean. The Maryland, the fourth vessel of Rear Admiral's Brownson's division, which was undergoing repairs, could not be made ready in time to accompany the command on the southern trip, but will join it in Hampton Roads.

THAT MEANS RAIN.

That means rain on the weather map. And rain means that you need a rain coat.

Our special Cravenetted Overcoatings show the greatest range of waterproof fabrics that look like regular overcoating that Omaha can boast. We've cutters and tailors who know how to put the proper swing and dash into Rain Coats. MacCarthy-Wilson Rain Coats possess that stamp of high-grade qualities that is usually found only in coats that cost at least 25 per cent more than we ask. MacCarthy-Wilson Rain Coats $22.50 and up.

Overcoats and Suits—to measure—$20 to $25.

Trousers and Vests—to measure—$5 to $12.

Open evenings until 9 o'clock.

MacCarthy-Wilson Tailoring Co.,
304-306 S. 16th St. Next Door to Wabash Ticket Office. Phone 1908.

TRADE MOVEMENT GROWING

September's Showing Greatly in Excess of Corresponding Month Last Year.

SUMMARY OF GOVERNMENT STATISTICS

Live Stock Shows Increase of Nearly 2,000,000 Head Over the September Receipts of Last Year.

WASHINGTON, Oct. 26.—Decided increases in the trade movements are shown during September and as well as in the total for the nine months of this year over corresponding periods of last year by summaries issued by the Department of Commerce and Labor. The grain exports for the nine months this year amounted to 105,219,693 bushels as compared with 48,572,706 bushels for the same months last year. These reports for this year are preliminary and estimated to include 97 per cent of the actual shipment. This year the corn exports have been 82,752,212 bushels as compared with 24,441,771 bushels for the corresponding months last year. The September export of grain this year amounted to more than 10,000,000 bushels over September of 1904.

The import movements of trade during September show the same increase. Nearly 2,000,000 head of live stock arrived at five of the largest distributing centers in excess of September a year ago, while the increase in the receipts of grain in twelve important interior centers aggregates over 27,000,000 bushels more than the corresponding month last year.

Lake Shipments Heavier.

The total increase in lake shipments this year to and including September 30, as compared with 1904, aggregated 14,786,265 net tons, a gain in the flour outbound movement of 211,225 tons; grain and flaxseed, 22,394,715 bushels; coal, 531,310 tons; ore and mineral, 11,743,751 tons; lumber, 76,801,000 feet; unclassified freight, 468,661 tons.

At New York receipts of grain during September totaled 9,518,490 bushels, as against 6,122,551 bushels a year before. New York's grand total receipts of grain and flour and cornmeal the first nine months of this year aggregated 80,742,696 bushels, against 63,117,941 bushels in 1904.

Philadelphia's grain receipts during September reached 2,779,025 bushels, being over 1,500,000 bushels in excess of a corresponding movement in 1904. Total grain receipts at Philadelphia during the first nine months aggregated 13,203,016 bushels in contrast with 11,221,783 bushels in 1904.

At Baltimore receipts of grain during September reached 2,919,041 bushels, an increase of 1,652,576 bushels. During a nine months' period 16,891,338 bushels of grain were received at Baltimore, over 3,500,000 bushels in excess of a like movement in 1904.

WABASH ANNUAL REPORT

Expenditures for Betterments Causes a Deficit of Over Million Dollars.

ST. LOUIS, Mo., Oct. 26.—The sixteenth annual report of the board of directors of the Wabash Railroad company, covering operations of the road during the fiscal year ending June 30, 1905, was made public tonight. The report states that "while showing a large increase in gross earnings ($1,672,973.47), it also shows an increase in operating expenses of $2,819,935.70, or a decrease in net earnings of $1,146,962.23, but an analysis of the extraordinary expenditures charged direct to operating expenses will fully explain the decrease."

Following is a summary of the financial operations:

Total revenue of the company from all sources was $25,434,940.27.
Expense of operation, including taxes, track rentals and miscellaneous, $22,089,946.82.
Balance, $3,344,999.45.
Interest on bonds, $3,469,578.17.
Net revenue, $125,572.72 (deficit).
Additions to property, $656,902.95.
Total, $780,426.67.
Sinking fund charges, account new equipment, steamers, $678,926.72.
Deficit to profit and loss account, $1,459,372.29.

For the fiscal year ending June 30, 1904, there was a surplus of $19,291.16 carried to the profit and loss account.

Judgment Against Leiter and Others.

NEW YORK, Oct. 26.—A verdict for $80,241 against Joseph Leiter, Joseph H. Hoadley and Cyrus F. Judson was today returned by a jury in the supreme court in the suit brought against these three defendants by William H. Franklin and George I. Scott. The plaintiffs claimed that they lost $65,500 by carrying stock for a pool in International Power company's stock, which included Messrs. Judson, Leiter and Hoadley.

Girls' Cloaks and Dresses

We have established a new record for Girls' Cloak and Dress selling in Omaha.

Refined, warmful, chic garments are here—the girls have found it out. Quantities selling at close margins—the parents have found it out.

"Wooltex" Coats—"Wile" Coats—"Carroll" Coats
Man-Tailored Dresses—"Wilralph" Models.

LITTLE GIRLS' COATS—Agest 2 to 6, in Astrakhan, velvets, bear skins, cheviots and kerseys, great big values in little cloaks, at $7.50, $5.90, $4.75, $3.50 and..... 2.95

GIRLS' COATS—Ages 8 to 16, Tourist Coats and Vassar models in which the wholesale tailors have put ear marks of fine workmanship, handsome coats at $12.00, $10.50, $8.90, $7.50. 5.85

MISSES' CLOAKS—Exclusive models in hand-tailored wraps for misses, ages 12, 14 and 16—these are made of fancy cheviots and novelty mixture, swagger styles much in demand by stylish misses.

WRITE FOR ILLUSTRATED CATALOGUE.

BENSON & THORNE'S Lilliputian Bazaar
OMAHA, NEB.
The House From Which the New Coats Come.

FOUR KILLED IN IOWA WRECK

Rock Island Passenger Trains Meet Near Fairfield with Fatal Result.

BOTH THE CREWS HAD CLEARING ORDERS

Trains Moving at Rapid Rate When They Collide in Hills and Engines Are Locked Together.

FAIRFIELD, Ia., Oct. 26.—Two fast passenger trains on the Chicago, Rock Island & Pacific railway, collided head-on at a point one mile south of Fairfield early today. The wrecked trains were No. 11, which left Chicago at 8:30 last night for the west, and No. 12, which departed from Kansas City at 6:30 last evening. Four persons were killed and between fifteen and twenty injured, none fatally. The dead:

F. J. MILKES of Muscatine, Ia., engineer of No. 11.
GLEN CANFIELD of Murray, Ia., mail clerk.
DETECTIVE GRIFFITH of Lucas, Ia.
A TRAMP, unidentified.

The most seriously injured:

W. H. Dunham of Eldon, Ia., engineer of No. 12, leg broken, foot mashed.
E. W. Witte of Eldon, Ia., fireman on No. 11, head bruised.
H. G. Potorff of Eldon, Ia., fireman on No. 12.
O. B. Helmer, mail clerk on No. 11, head cut, leg crushed.
J. E. Hickman, mail clerk, bruised and cut.
G. W. Williams, George Fisher, J. Quakens and F. S. Hagle, passengers on No. 12, cut and bruised, not serious.
Trainmaster Kennely.
O. Matthews of Neola, Ia., cut severely on head.
E. V. Wilmot of New Bedford, Mass., thigh fractured.
F. S. Hagle of Pontiac, Mich., back badly sprained.
George F. Froden of Jaqua, Kan., cut about head.
Mrs. Joseph Harris of Chicago, minor injuries.
G. D. Rummeny of Enid, Okl., slightly injured.

Dispatcher to Blame.

The cause of the accident is now laid to the train dispatcher's office.

When the engineer of No. 11 appeared at Fairfield he was handed the following order: "Run forty minutes late to Eldon."

The fireman of No. 12 declares that they had clearance orders from Eldon and that the blame for the wreck was in the issuance of them from the dispatcher's office.

At the time of the accident the trains were running at the rate of about thirty miles an hour. Both engines, which were of the large Pacific type, were demolished by the impact, which was terrific. Four cars of No. 12 were derailed and seven damaged and most of the injured were on this train. All of the killed were on No. 11, which also was badly damaged.

A relief train with physicians was sent to the scene from Eldon and the injured were removed to the latter point. Traffic was tied up for nearly twelve hours. Several of the injured were able to continue their journey and these with the other passengers were detoured over the Chicago, Milwaukee and St. Paul tracks by way of Ottumwa and Eldon.

Company Blames Operator.

CHICAGO, Oct. 26.—An official statement issued by the Rock Island road gives the number of dead as four and places the number of injured at from twenty-five to thirty. Present official information leads to the conclusion that the collision was caused by a failure of the operator at Fairfield to deliver an order for No. 11, westbound, to meet No. 12, eastbound, at Fairfield.

Both locomotives were demolished, four cars of No. 12 derailed and seven damaged. The damage to No. 11 has not been reported, but all the killed were on this train, including an unidentified tramp who was stealing a ride on the front platform of the baggage car. Those injured were nearly all on No. 12.

A relief train with seven physicians was sent to Fairfield from Eldon. Passengers on No. 12 able to travel were sent over the Chicago, Milwaukee & St. Paul railway part of the way to Washington, Ia., and put aboard Rock Island train No. 44, bound for El Paso, Tex. A train to continue No. 11's journey west was made up, as the track, it was expected, would be clear by 1 p. m. Trainmaster Kennelly was among the injured.

SAUNDERS IN HARD LINES

Bloomfield Banker Complains that Divorce Suit is Cramping Him Financially.

Banker Sherman Saunders of Bloomfield, Neb., has placed some additional affidavits on file in connection with the divorce litigation started in Douglas county by his wife, Alice Maude Saunders. Mr. Saunders makes affidavit that while they were living together in Bloomfield their expenses did not exceed $150 a month, that his own personal expenses at this time do not exceed $75 per month, that it is cramping him financially to pay his wife $150 a month alimony and that he had to incur further indebtedness to raise the $700 suit money heretofore paid by him. He also alleges the fact to be that Mrs. Saunders is supporting her father, mother and little brother out of the $150 monthly allowance made her by the court, and that she can very well get along on an allowance of $75 a month. He also sets up that Mrs. Saunders has greatly overestimated his wealth, which, instead of being several hundred thousand dollars, does not exceed $40,000 net.

DARING GETS HIM IN TOILS

Colored Man's Boldness as an Offender Lands Him in the City Jail.

George Holly, colored, arrested Thursday afternoon by Detective Savage and booked at the city jail as a suspicious character, thinks he has one laugh coming because he caught a second-hand dealer napping yesterday afternoon. Had not Holly become emboldened and returned to beard the lion in his den a second time it is believed he would have had at least a fighting chance to escape arrest.

Holly pawned a coat and vest at a Douglas street second-hand store and received $4 on the garments, and while the merchant's back was turned donned the garments and left the store unobserved. He then went to a second place and pawned the garments again, returning to the first store to ask for an old coat to wear, or 50 cents more on the first deal. Detective Savage was in the store at the time and detained Holly when the second-hand dealer said he could not find the garments received from Holly an hour before.

BAILEY DODGES INDICTMENT

Chairman of Finance Committee of Peoria School Board Escapes Trial on Technicality.

PEORIA, Ill., Oct. 26.—Judge Stemmons in the county court today sustained the motion to quash the indictment against O. J. Bailey, chairman of the finance committee of the school board, for malfeasance in office in permitting N. C. Dougherty to carry on his alleged defalcations undisturbed. In his opinion, which was a very long one, the court said that neither the statute creating the school board, nor any set of rules and regulations at hand, nor the indictment, specifically set forth the duties which the defendant failed to perform.

The court room was filled with a distinguished assemblage. Following the delivery of the opinion Judge McCulloch, attorney for Mr. Bailey, moved his discharge from recognizance, which was allowed.

PARRY IS KEPT OUT

(Continued from First Page.)

Steinway hall as "a meeting ruled by two policemen and one man."

After the appointment of the credentials committee and a discussion of the best way to collect the credentials of the delegates, the Studebaker hall meeting adjourned until 2 o'clock.

Dunne Welcomes Regulars.

At Steinway hall, meanwhile, Mayor Dunne, who was recently elected to office as a democrat, warmly welcomed the delegates who signed the Roosevelt pledge. The mayor said:

"There is no more important question before the country today than railroad rates. There are three different classes who view this railroad rate question from different points of view. One class believes a railroad should be run like a grocery and charge one customer $1 a pound and another 5 cents a pound. Another class approves President Roosevelt's plan for the governmental regulation of railroad rates. The third class, which is numerically increasing each year, believes that the proper solution is for the government to own and operate the railroads. If they do not, the railroads will control the government. But I will not impress upon you my personal views on this question. Chicago is proud to have you as her guests. If you come back in several years I will give you a ride in municipal street cars.

"At present the only vehicles the city owns are patrol wagons, and I know that you do not want to ride in them. You look like good peaceful citizens, and I sincerely hope your deliberations will be quiet and orderly. You must not fight because it is against the city ordinances."

E. T. Campbell of Ohio responded to Mayor Dunne's address of welcome.

"It is unfortunate that the railroad interests attempted to interfere with this convention," said Mr. Campbell. "It is a mistake to attempt to combat public opinion. We are here to indorse President Roosevelt's plan of governmental regulation of railroad rates. I am in favor of going even further than the president, but I am also heartily in favor of supporting him."

Parry Lost in Indiana.

John W. Kern, representing the Indianapolis Commercial association, was the next speaker. He explained that D. M. Parry is a member of the Indiana organization and that after a sharp contest Mr. Parry's efforts to instruct the delegates against the Roosevelt rate regulation plan were defeated by a vote of 10 to 1.

After a speech by former Governor Van Sant of Minnesota the convention adjourned until 2 o'clock.

The so-called "anti" convention reconvened at 2 o'clock in the afternoon in Studebaker hall, and the "regular" convention met an hour later in Steinway hall.

Hughes Elected President.

While the Studebaker hall meeting was in session the Steinway hall convention perfected organization by the election of the following officers:

Chairman—W. E. Hughes of Colorado.
Vice Chairman—John W. Kern of Indiana.
Secretary—P. E. Goodrich of Indiana.
Assistant Secretary—G. A. Schroeder of Wisconsin.

The report of the committee on credentials was read and approved and all delegates in the hall were seated.

Chairman Hughes discussed the president's position as to railroad rates, saying:

This is what the people we represent want, what the people of the great west want and what we shall earnestly and persistently demand. The people of the west are not unmindful of what the railroads have done for them. They have brought the comforts even the luxuries of life to every door. They hastened the development of the country; made the wheels go faster, as it were. The last twenty-five years have brought a great change. In this time about all the public utilities of the country—transportation, insurance, food, light and water—have passed into the hands of corporations. These soulless creations of modern law can hold about all that is valuable now and hold it with a grip that death never relaxes. I think I can truthfully say to you today that unless you put the railroads under state and federal control, neither your wealth nor well being will be advanced in this generation nor in the next. Now this question is right up to you. We want, in my opinion, to here draft and pass strong resolutions upon this subject, to appoint committees from every state represented here to get right after the senators from their respective states with the proceedings of this meeting. If they agree with the president we want to know it; if they are with the corporations we want to know it.

Among those appointed on the committee of resolutions were J. H. Call of California, S. H. Cowan of Texas, H. A. Holmes of Kansas and former Governor Larrabee of Iowa.

At this point it was learned that there had been no invocation. The convention felt the necessity of one, but no minister was present, whereupon Captain Joseph Farley of Dallas, Tex., mounted the platform and delivered a prayer asking Divine aid in fighting the rate evil.

Reply to "Anti" Communication.

A communication was then received from the other railroad advocates at Studebaker hall saying it was "the convention," and asking the "regulars" to join with them. This caused considerable discussion and the "enemy" was hotly denounced by J. W. Call of California and others.

A committee was appointed to reply to the communication after which a resolution introduced by J. W. Kern of Indianapolis was adopted under suspension of the rules. It is as follows:

Resolved, That the so-called convention assembled in Studebaker hall for the purpose of aiding the railroad companies to defeat the efforts of President Roosevelt in behalf of the people has assembled without authority of this association, but fairly represents the corporate forces under the direction of which it is in session.

Second, that its statement to the effect that any duly accredited delegates to this convention are in attendance upon the Studebaker hall railroad convention is absurd and false. The delegates to this convention are here in session, enthusiastic in their support of President Roosevelt's declared policy and do not propose to make any alliance or compromise with the enemies of the people.

The convention then adjourned until tomorrow morning.

Proceedings of the "Antis."

The first business at the Studebaker hall convention in the afternoon was the reading of the report of the committee on credentials.

The roll call of the delegates whose credentials were accepted by the committee showed that 435 delegates were in attendance at the convention in the afternoon. Several times during the roll call applause was caused by reading names of delegates who are said to have left the "regular" convention for the "rump" meeting.

Amid the cheers and applause of the convention a resolution classing the action of the "regulars" in refusing admission to the "rump" delegates to Steinway hall as un-American was passed.

As a bit of humor, the resolution asked the appointment of a committee to extend an invitation to the "regulars" to attend the convention at Studebaker hall.

After the recess steps were taken to make the organization permanent. The nominations for the permanent officers were made by W. C. Perry of Kansas City, and were passed without opposition.

N. W. McCloud of Pennsylvania was chosen chairman and G. X. Wendeling of California one of the vice presidents.

Two Resolutions Referred.

After the appointment of other committees, Delegate Thurber of New York offered a resolution that the Interstate Commerce act be amended so as to class private car lines and terminal railroads engaged in interstate commerce as common carriers and subject to the interstate commerce act. It was referred to the committee on resolutions.

A resolution was then introduced praising President Roosevelt for his assistance in the recent peace negotiations between Russia and Japan. The resolution also expressed an appreciation of the intentions of the president in attempting to secure a settlement of the rate regulaton question, and expressed an opinion of the views of members of the convention on the subject.

D. M. Parry States His Position.

D. M. Parry, the leader of the delegates, then made his speech.

In part, he said:

I refuse to believe that the government rate making proposition reflects the real sentiment of the great majority of the shippers of this country, for to my mind to believe such a thing is to assert that the shippers have combined their forces for the purpose of tyrannizing over the railroads and depriving railroad capital from reaping the profits which under the free institutions of this country it is entitled. Rather do I prefer to believe that this crusade to endow a political commission with a socialistic and czar-like power to fix transportation prices is what is popularly and very aptly termed a hot air movements, fathered in the main by professional political agitators and men who have private reasons of their own for fighting the railroads. I believe that as the shippers come to consider this question they are more and more inclined to take the view that government rate making is an impractical and dangerous scheme, and at least it must be given very earnest consideration before extending it their support.

I confidently believe that all fair-minded men, if they give due study to this question, will come to the conclusion that the power to make rates should continue to lodge where it is and that thereby the general interests of the country will be best subserved, the right of communities to enjoy the advantages of population, wealth and geographical location will be respected, the less developed sections will not be at the mercy of the more powerful sections, and rates will on the whole, gradually decline, while the services rendered by the carriers will develop in efficiency.

After the speech an adjournment was taken until tomorrow.

LIVE STOCK MEN WITH PRESIDENT

National Association Instructs Delegates to Work for Rate Regulation.

In a circular just issued by Secretary J. H. Gwinn of the National Live Stock association the information is given that the central committee, meeting in Denver October 20 and 21, instructed its delegation to the Interstate Commerce Law convention at Chicago to present a strong resolution endorsing the president on the railway rate question.

Attention is called to the fact that at the next annual meeting of the association to be held in Denver, beginning January 30, the proposed consolidation of the National Live Stock association, with the American Stock Growers' association, will come up for ratification by the two bodies meeting simultaneously. The central and executive committees of the respective organizations already have agreed on the merger and outlined a plan for its execution. The purpose is to gain the strength that will come by a common organization of all live stock interests. The constitution and bylaws of the American Stock Growers' association, modified so as to admit to membership associations of live stock producers, as well as individuals, will be made the basis of the new organization.

Attention is called to the fact that while the reciprocity convention at Chicago in August was a great success, yet the efforts and the fight necessary to get the laws demanded will be a stubborn one and may last a number of years before the object is attained. The campaign is now in the hands of a committee.

At the meeting of the central committee a resolution was adopted declaring that the appropriation made by congress for experimental stations and use of the Bureau of Animal Industry and for meat inspection absolutely insufficient for the live stock interests of the country. Because the live stock industry is threatened in many ways by diseases which require careful scientific investigation and the welfare of the general public is believed to justify the distribution of the burdens involved in meat inspection, senators and representatives are asked to make ample provision at the next session of congress.

O'REILLY SUGGESTS A CHANGE

Surgeon General of Army Thinks There Are Too Many Surgeons General.

WASHINGTON, Oct. 26.—Surgeon General O'Reilly of the army has prepared a statement showing there are three medical officers with the same title he holds, which has led to confusion, which might become more serious in time of war. The title of surgeon general of the army was bestowed on the head of the medical department of the army in 1818. In 1871 the chief of the bureau of surgery and medicine of the navy was made surgeon general of the navy. In 1902 the supervising surgeon of the marine hospital service was made surgeon general of the marine hospital service.

General O'Reilly says telegrams addressed to the "surgeon general" may be sent to any of these officers. He thinks that as his corps has had the title so much longer than the others it is entitled to keep it. Legislation by congress would be necessary to effect the change.

WORK A PLEASURE

It is One of the Real Joys Given Us.

"Postum Food Coffee has done more for me in two years," writes a Wisconsin young lady student, "than all the medicines and treatments I had employed to overcome the effects of the coffee poisoning that was killing me by degrees.

"I had all the familiar symptoms and suffered all the well known tortures. My stomach was wrecked and I could not eat; my head ached almost continually. I became the nervous victim of insomnia, and the capacity for study deserted me. Of course, this came on gradually, and without suspicion, for a long time, as to the cause.

"Two years ago a friend enthusiastically urged me to quit using the old kind of coffee and to drink Postum Food Coffee. I have never regretted acting upon the advice. As soon as the coffee poison was eliminated the strengthening and nourishing properties of Postum began to build me up.

"Each day I gained a little, the color crept back to my cheeks, my limbs rounded out with new flesh, my complexion grew fair and clear again, my digestion improved, and now I can eat anything at any time; the nervous insomnia has left me and I sleep soundly at night and wake up refreshed. I have no more headaches and mental work has become a pleasure to me." Name given by Postum Co., Battle Creek, Mich.

There's a reason.

Read the little book, "The Road to Wellville," in each pkg.

FIRE RECORD.

Iowa Village Scorched.

FORT DODGE, Ia., Oct. 26.—(Special.)—The business portion of the town of Palmer on the Sibley branch of the Rock Island was destroyed by fire at midnight. The blaze started in the store of the Witte Hardware company. The R. L. Shroder building, Paul Peterson's meat market, and the entire plant of the Citizens' Lumber company, consisting of 200,000 feet of lumber, were consumed. Loss on stocks, $14,000; loss on buildings, $6,000; insurance, $11,000. The town is without fire protection. The village would have been destroyed but for the work of volunteers with buckets. The absence of a high wind was much to the favor of the village.

Large Amount of Hay.

STURGIS, S. D., Oct. 26.—(Special Telegram.)—Bryant Bros. of Tilford, hay contractors, met with a big loss by fire last night. They were loading baled hay after dark when one bale fell on a lantern, breaking it and setting fire to the hay. Over 200 tons burned, together with the barn and a number of sheds. Loss estimated at $2,500; insurance, $1,250.

When Carl Schurz Writes

When a man like Carl Schurz, a man who for fifty years has enjoyed the confidence of the greatest legislators of the world, a man who never writes a word without giving it due thought, and who, though writing in an acquired tongue, has made himself a master of that tongue—when such a man presents the Reminiscence of his long and useful life, that work marks an epoch in history and an epoch, in literature. When a magazine like McClure's publishes these Reminiscences, it marks an epoch in magazine-making, even for McClure's.

These Schurz papers, which begin in the November McClure's with the fascinating story of the boyhood of Schurz, will take up before long his point of view of such men as Sherman, Grant, Lincoln, Greeley, Cleveland and others whom he knew as intimate friends.

Buy McClure's today—the November number—and begin to read this great series of papers with the first one.

S. S. McCLURE COMPANY,
44-60 East 23d Street
NEW YORK

INDIAN BLUE RECORDS

FOR TALKING MACHINES are made of a new material which gives better results and costs less. They are clearer, more natural in tone and will outlast all others. The prices from now on will be 10-inch size, 60 cents; formerly $1.00 7-inch size, 35 cents; formerly $ .50

Our catalogue which is free, describes our selections, which are the latest and best. Indian Blue Records are sold by all reputable dealers. If yours does not keep them, send us his name.

AMERICAN RECORD CO.,
Springfield, Mass.

Brick Masons

wanted to bid on tank foundations for The Uncle Sam Oil Refinery tanks.

Call to see me at noon Oct. 27th at the Merchants Hotel.

W. F. RIGHTMIRE.

STEVENS & CO., TAILORS

UP-TO DATE TAILORING AT MODERATE PRICES.

Room 215 Neville Block, 16th and Harney Streets.
Telephone 6510. Take Elevator.

AMUSEMENTS.

CREIGHTON Orpheum

'Phone 494.
Tonight and Saturday Matinee and Night.
MODERN VAUDEVILLE
Rose Stahl & Co.; Burton's Dogs; Suzie Fisher; Carver & Pollard; Redford & Winchester; Four Emperors of Music; Jolson, Palmer & Jolson, and the Kinodrome.
Prices—10c, 25c, 50c.

An Outrage.

It's an outrage to let your skin suffer without help, when burned or wounded. Use Bucklen's Arnica Salve; 25 cents. For sale by Sherman & McConnell Drug Co.

Amateur Dramatics at Church.

The Young People's club of St. John's church presented a drama at Guild hall last night before a fair sized audience of friends and patrons of the church. The play was given as a church benefit and the talent was entirely from among its young people. "Chevrons" was the name of the drama, and deserves comment in that it was an original play by R. T. King, one of their young men. The action of the sketch lies in the fact that Captain Wilderman is tempted into a game of cards and loses heavily. He steals his wife's jewels to pay his debt of honor and to conceal the theft throws suspicion on a sergeant of his company, who is lifted to the rank of a hero. The young people succeeded in pleasing their friends and in raising $50 for the church.

Live Stock Show Postponed.

CHICAGO, Oct. 26.—The International Live Stock show which was scheduled for the first week in December has been postponed until the week commencing December 16. Inability to procure the structural steel for the new exposition building is the cause of the postponement.

Coursing Results at Chapman.

CRAPMAN, Kan., Oct. 26.—National coursing meet results: The Waterloo, third round: Winners, Mr. Path, Lord Brake. Look at the Clock, Cranberry Sauce, Lord Sefton, Lord Barefoot, College Queen, Agile Sport. The finals for the Waterloo cup and stake will be run tomorrow.

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MONDAY AFTERNOON, OCT. 30, AT 2:30 O'CLOCK.
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OF PARIS, FRANCE.
Late of Paris Academy of Sciences. Beauty Doctor to Mmes. Bernhardt, La Tour, Patti and Langtry.
Assisted by one of the most beautiful women of her age.

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Three Concerts.
HALLOWE'EN NIGHT, OCT. 31,
WEDNESDAY MATINEE, NOV. 1,
WEDNESDAY Evening NOV. 1.
Program As Played Before His Britannic Majesty.
King Edward The First
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At Balmoral And Sandringham.
Last Fall.
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Misses and masters advanced Saturdays 4 P. M.
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