

WEATHER FORECAST. For Nebraska—Uncertain. For Iowa—Generally fair. For weather report see page 2.

VOL. XL—NO. 11.

OMAHA, FRIDAY MORNING, JULY 1, 1910—TWELVE PAGES.

SINGLE COPY TWO CENTS.

JOHNSON AND WOODMAN CLASH

Langford's Manager is Ordered to Leave Training Camp by the Champion.

ALTERNATE R.

Appointment of Second Man Art Unusual Interest.

BEETING IS STILL LAGGING

Much Grumbling in Jeffries Camp Because Odds on Former Champ Are Not Greater.

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Stock Market Breaks from Four to Seven Points

Pit Flooded with Selling Orders—Western Railroads Lead Decline—Upward Reaction Comes.

NEW YORK, June 30.—Another wave of liquidation swept over the stock market today, carrying all before it and putting prices down to new low records.

The tide of liquidation was at its height at noon when Union Pacific, Southern Railway, St. Paul, Atchison, Reading, Great Northern, Northern Pacific, Rock Island, United States Steel, American Smelting, Ignatava Copper and a score of less noted issues recorded declines from a gain of 4 to 7 points.

Indubitably much of today's selling was impelled by the recent decision of the Interstate Commerce commission ordering sweeping reductions in the freight charges of transcontinental lines.

The market made a substantial recovery in the early afternoon and the volume of business was on a reduced scale, but the undertone continued heavy and pessimistic.

The opening downward plunge in prices, after establishing new low levels for this year, was followed by a quick and violent rebound, which made up the opening losses in some cases. Excited and irregular fluctuations followed, but the excitement quieted down to an extent before the first hour was over and a steadier tone was manifest.

Immediately after 11 o'clock another wave of liquidation convulsed the market and prices broke violently in new directions. Northern Pacific and Atchison were carried down 3 points, Union Pacific 2 1/2, Southern Railway 2, American Smelting 2, Reading 2, St. Paul, Canadian Pacific, Amalgamated Copper and General Electric 1 1/2, Rock Island 1 1/2, Baltimore & Ohio 1 1/2, and United States Steel and Central Leather 1.

Another feverish rebound came and the market started to cover, but the market continued excited and greatly unsettled.

The tide of the market became demoralized toward noon and there were indications of an important market pools were holding enormous holdings of stocks for sale, which would bring.

Prior to Atchison was swept down 3 points, Southern Pacific 2 1/2, Union Pacific 2, Northern Pacific and St. Paul, Canadian Pacific and Chesapeake & Ohio 1 1/2, United States Steel 1 and corresponding declines in practically all of the active stocks.

There was a violent upward reaction in the quarter hour after noon owing to the rush of shares to cover on the severe break in prices. Union Pacific rebounded 2 1/2, Reading and Amalgamated Copper 2, and the rest of the weakest stocks 1 to 1 1/2. The demand to cover continued very active after the first rebound.

Reports that an important conference was being held at the offices of J. P. Morgan & Co. in New York, in relation to the market situation, were denied today at the firm's offices, where it was said that no conference had been or was being held, that none was contemplated and that there was no known reason for the same.

The demand for the shorts increased as the recovery was extended, the rebound in Union Pacific reaching 4, Southern Pacific 3 1/2, Atchison and Northern Pacific 3 and in the active list generally from 1 to 2 1/2. When the recovery had reached that point, dealings quieted down without fully holding the recovered price level.

Pioneer Railroad Builder is Dead

Andrew Jackson, Who Did Much of Early Construction Work on Union Pacific, Passes Away.

NORTH BEND, Neb., June 30.—(Special.)—Andrew Jackson, a pioneer railroad man, who died here at his home of a heart ailment a few days ago, was continually connected with the railroad history of Nebraska from its beginning.

Mr. Jackson did his first railroad work when a boy, more than seventy years ago, on the Vermont Central road, where he was employed as driver of a cart during the construction of the line. He came to Muscatine, Ia., in 1845, where he was employed for twenty years as section foreman and in charge of construction train.

In the spring of 1855 he came by team from Grinnell, Ia., to Omaha, to take charge of track laying of the Union Pacific railroad. He laid the first rail on the Union Pacific and landed the first locomotive that ran over the road, the same coming by a steamboat from St. Joseph, Mo. For two years he lived in Omaha, then moved his family to North Bend and still continued to serve as roadmaster for several years, having charge of the line between Omaha and Grand Island.

Fifteen years ago he went to Seattle and remained there until four years ago, when he returned to North Bend to spend his remaining days. His wife died while in Washington. He is survived by two daughters, Mrs. C. W. Doherty and Mrs. Ed Stover, both of this city.

Brown and Wilson Give Bail

SPIRINGFIELD, Ill., June 30.—Representative Lee N. Brown and Senator Wilson, indicted by the Sangamon county grand jury for conspiracy to bribe in the case of the Illinois Central, appeared in court today and furnished bond in the sum of \$10,000 each.

Sailor Escapes from Omaha and Knocks Local Police

Chief boatman's mate, Tom Donovan, in an escape from Chicago, "blown" into Council Bluffs yesterday morning from the city of Omaha, a little winded, but with sail in good condition. His temper was a little out of plumb on account of the reception given him at Omaha. Commodore Donovan is on his way to Reno, Nev., by side-wheel Pullman and the Irish express, where he proposes to take in the Jeffries-Johnson scrap next Monday.

According to Tom's story, one of the Omaha police ran him in from the depot while he was trying to negotiate a loan for a day or two back to Reno, Nev., by side-wheel Pullman and the Irish express, where he proposes to take in the Jeffries-Johnson scrap next Monday.

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CRIMSON FLOATS OVER YALE BLUE

Harvard Clears Up Thames by Clinching Two Victories in Annual Regatta.

NEW LONDON, June 30.—Harvard won the varsity eight-oared race, the greatest event in the annual regatta, today, for four lengths. This gives all the events to the Crimson carmen.

NEW LONDON, June 30.—Harvard cleared up the Thames this morning with two decisive victories over Yale. The Crimson freshmen eight-oared crew beat the youngsters from New Haven by three lengths and the Harvard varsity four bettered this performance a little later by rowing away from Yale in the last eighth mile of a surprising race and finishing four lengths in the lead.

A quartering down-stream breeze which rose to eight knots an hour before the second race began cut down the time, and although both the winning crews were strong, both races were slow. The time was: Freshmen eight: Harvard, 11:54; Yale, 12:02.

Varsity four: Harvard, 12:00 1/2; Yale, 12:11 1/2. The Yale freshmen lost because of inability to row in any sort of form. They could neither keep time nor hold their boat on an even keel. Harvard, with supposedly inferior material, rowed in splendid form. At the finish, Read and Adams both fell in a heap in the bottom of the Yale boat, but soon recovered.

Superior Weight Tells. Harvard had practically conceded that Yale would win the four-oared race. Therefore it was no surprise when the Yale crew jumped away and soon had a lead of three seconds at the half mile, which increased to five seconds at the mile. But just before the crews came into the last half mile of the race the Harvard four, which had been rowing in bad time, began to profit by their superior weight. Over this last half mile Harvard not only cut down Yale's lead, but literally jumped away from Yale until at the finish Harvard had a lead of seventeen and one-half seconds, which measured the full length, means four good lengths. The Yale four held the firm right up to the finish, but Low at stroke and Thorne at bow, did not have the physical strength to put any jump into the stroke. Throughout this race, Harvard rowed from two to three strokes more to the minute than Yale. Yale's stroke averaged from 32 to 33, Harvard's from 33 to 35.

Harvard Victory Sensational. Harvard won the varsity four race in sensational manner. Yale caught the water ahead and dashed out nearly a length ahead of the first fifty yards. Approaching the half mile Yale sprinted and took a lead of a full length, means four good lengths. The Yale four held the firm right up to the finish, but Low at stroke and Thorne at bow, did not have the physical strength to put any jump into the stroke. Throughout this race, Harvard rowed from two to three strokes more to the minute than Yale. Yale's stroke averaged from 32 to 33, Harvard's from 33 to 35.

Freshmen Race Exciting. Harvard's weight and stamina told in the freshmen race. Until the last quarter the contest promised one of the most exciting spectacles ever seen on the Thames. First the Blue car blades would flash a few feet in front, then the Crimson.

Both crews caught the water on the signal, rowing a fast but clean stroke with little or no splashing until they appeared outside the excursion fleet. Then they encountered the rough water kicked up by the quartering northwest breeze and the spray began to fly.

At the half mile the Harvard shell, rowing 25, led a half length, but Yale raised its stroke to 29 and drew up even and for the next half mile it was nip and tuck.

With only a half mile left to go the crews were practically on even terms. Smoother water favored the finish and both

(Continued on Second Page.)

Will Put Money Into Circulation

UNCLE SAM POST OFFICE AND BANK



Uncle Sam's New Postal Banks Will Restore Faith to the Cellar and Attic Hoarders. From the Baltimore American.

NEW CLASSIFICATION STANDS

Commerce Commission Refuses to Set Aside Schedule 36.

SIX THOUSAND ITEMS AND RATINGS ARE INVOLVED, BUT THERE ARE ONLY FIFTY-EIGHT CHANGES MADE.

WASHINGTON, June 30.—Announcement was made by the Interstate Commerce commission today that it would not suspend official classification number 36, involving over 6,000 items, which was filed to become effective July 1. This destination to act in regarded as a victory for the railroads.

For nearly a month the commission has been overwhelmed with protests against the proposed new classification of freight, many shippers seeming to entertain the idea that the re-arrangement would result in largely increased rates.

The subject was considered very carefully by the commission. In the 6,000 items and ratings involved there are only fifty-eight changes, of which twenty-eight are reductions and thirty advances, the latter including twelve increases in carload weights. In an official statement issued today the commission says:

"The principal increases are the carload minimum of horse vehicles from 10,000 to 11,000 pounds and an advance in the classification of automobiles from first class to 110 per cent of first class and the commission is not satisfied that these items should be suspended. This ruling, however, will not prevent or delay the hearing of any complaint which has been made or may be made against the reasonableness of these or any other increases effected by the new classification."

Official classification territory includes all that part of the United States north of the Potomac and Ohio rivers and east of the Mississippi river. It takes in the cities of St. Louis and Chicago.

For purposes of convenience all freight that is not moved under commodity or special rates is divided into several classes. The first class takes the highest rate except in particular instances where special articles are required to pay more than the first-class rate, the second class a somewhat lower rate and so on down through the several classes, the highest numbered class being the lowest in rate.

BRITISH BUDGET INTRODUCED

Chancellor Estimates Year's Expense at Approximately a Billion Dollars.

LONDON, June 30.—Chancellor David Lloyd George had no novelties to offer in introducing the budget of 1910-11 in the House of Commons today. He took an optimistic view of the future, despite the fact that he had to find the revenue to meet an estimated expenditure of £1,385,000,000. The chancellor figured a total of £129,770,000, leaving a surplus of £261,000,000.

Japan Expected to Announce Annexation of Korea Soon

TOKYO, June 30.—There is every reason to believe that announcement of the annexation of Korea by Japan is imminent.

In accordance with the convention recently made between Korea and Japan, the Korean emperor has issued an edict delegating to the Japanese government the police administration of the country.

This is the first step and the final step will be taken when Korea is practically under guard. The garrisons are being steadily strengthened.

The mass of Koreans accept the reports of the approaching annexation with indifference, but a decided spirit of unrest and activity among the anti-Japanese element necessitates precaution prior to the forthcoming announcement.

Lieutenant General Viscount Terauchi, the Japanese resident-general of Korea, will leave for Seoul, the Korean capital, on July 15, to confer with Emperor Yi-Syak of Korea, who is reported to be in a complaisant state of mind in view of the ample provision which has been made for him, his immediate family and other members of the royalty under the annexation arrangements.

The text of the Russo-Japanese convention recently made, will be published soon in St. Petersburg.

North Dakota Stalwarts Win

Regular Wing of Republican Party Names Majority of State Ticket and One Congressman.

BISMARCK, N. D., June 30.—While the result of the primary election in North Dakota yesterday is not in doubt, the returns today are not complete and will not be for some hours as the wires are down, owing to the severe storms of last night.

The stalwart faction of the republican ticket has won a majority of state offices and split even with the insurgents on the congressional ticket, each side getting one congressman and one senator.

FARGO, N. D., June 30.—The stalwarts of the republican party had the better of the argument at the primaries yesterday, but neither side won a clear-cut victory.

P. J. McCumber defeated Marshall for the senatorial long term. Engerud and Gronna are running close for the short term.

L. B. Hanna has a long lead for congress, with Helgren and Blaisdell still fighting for second place, with odds in favor of Blaisdell. C. A. Johnson, stalwart, for governor is conceded to have won over J. A. Buchanan, insurgent.

GRAND FORK, N. D., June 30.—P. J. McCumber has carried very nearly every county in the northern part of the state against Marshall for United States senator, losing only Cavalier, Nelson, McHenry, Grand Forks, Traft and one or two other counties. He will leave the Red River valley with an even break against Marshall, thus being assured an election by a majority of at least 7,000.

Gronna's majority will be much larger, as he leads Engerud in every northern county.

Johnson, the stalwart candidate for governor, has a tremendous lead over Buchanan.

The insurgents claim the election of Miller for attorney general, Burdick for lieutenant governor and Patrick Norton for secretary of state, in addition to Gronna.

L. B. Hanna of Fargo, stalwart, and H. T. Helgeson, insurgent, have been nominated for congress.

WYMORE IS BADLY SCORCHED

Several Stores, Bank, Telephone Exchange and Opera House Burn.

LOSS HUNDRED FIFTY THOUSAND

Fire Company Sent from Beatrice on Special Train Lends Material Aid to the Local Department.

WYMORE, Neb., June 30.—(Special.)—The worst fire in the history of Wymore broke out about 2:30 this morning, in the basement of Thiessen & Cuthall's grocery store and spread to the telephone exchange, which was discovered, an alarm was promptly turned in, but on account of poor pressure, the firemen were unable to cope with the flames, which spread rapidly to the adjoining buildings, north and south of the burning structure. The following business houses were licked up by the flames:

List of Losers. The individual losses sustained in the fire which swept the business section of Wymore this morning were as follows: Cumro and Cushman, on stock \$15,000; with \$12,000 insurance.

Montgen Bros. Mercantile store, \$20,000 stock; \$12,000 insurance.

Sherman Taylor, owner of the opera house and buildings occupied by the City National bank and opera house, \$35,000, with about \$15,000 insurance.

Weekly Wymorean, about \$7,000 loss, with partial insurance.

City National bank, \$15,000 loss, partly covered by insurance.

Woodman of the World, Ancient Order of United Workmen, Knights of Columbus, A. W. A., lodges and E. N. Kauffman, attorney, about \$500 each on fixtures, and the Ancient Order of United Workmen, about \$6,000 on building; Mrs. R. W. Laffin, owner of the building occupied by Montgen Bros. loss \$7,000, with \$5,000 insurance.

When the firemen found they were unable to handle the fire, a special train was made up at Beatrice and sent to Beatrice over the Burlington for the Beatrice fire department, which left here shortly before 4 o'clock. The fire was reported under control this morning, but is still burning. The loss will reach approximately \$150,000. Some of the finest business houses in the city were licked up by the flames. The origin of the fire is unknown.

St. Louis Police Under Charges. ST. LOUIS, June 30.—One police lieutenant, six sergeants, a detective and fifteen men, charged with rioting, were removed from the Police Relief association fund by the Board of Police Commissioners today.

OMAHA ENLARGES LIMITS OF TRADE

Interstate Commerce Commission Cuts Lumber Rates to Nebraska, Colorado and Wyoming.

REDUCTION EFFECTIVE SEPT. 1

Local Dealers on Par with Lumber Men of South.

DECREASE ONE TO THREE CENTS

Applies to Traffic Charges on Fir and Yellow Pine.

VICTORY FOR COMMERCIAL CLUB

Action by Washington Board Upon Complaint of Omaha Organization—Cut Average Cent and Half.

(From a Staff Correspondent.) WASHINGTON, D. C., June 30.—(Special Telegram.)—The Interstate Commerce commission today handed down its decision in the case of the Commercial club of Omaha against the Chicago & Northwestern and other railroads in which the Omaha trade body sought to have rates on lumber from the northwest equalized so that lumber dealers might go into southern territory on fir and yellow pine on an equality with dealers of the south. The decision is favorable to the Commercial club, the commission finding that the rates of railroads made parties to the suit are unreasonable and unjust.

Rates established are as follows: From Omaha and South Omaha to points on the Chicago, Rock Island & Pacific: Mahaska, Wyo., 2.0; Otego, Wyo., 2.0; Narva, Wyo., 2.0; Beeson, Wyo., 2.0; Blundell, Wyo., 2.0; Albion, Wyo., 2.0; Belleville, Wyo., 2.0; Bellaire, Wyo., 2.0; Rydal, Wyo., 2.0; Smith Center, Wyo., 2.0; Scandia, Wyo., 2.0; Alhambra, Wyo., 2.0; Courtland, Wyo., 2.0; Kensington, Wyo., 2.0; Formosa, Wyo., 2.0; Agra, Wyo., 2.0; Montrose, Wyo., 2.0.

On the line of the Union Pacific the following rates are adjudged reasonable from Omaha and South Omaha: Tracy, Wyo., 2.5; Red Lyon, Colo., 2.5; Egbert, Wyo., 2.5; Crook, Colo., 2.5; Burns, Wyo., 2.5; Proctor, Colo., 2.5; Hilldale, Wyo., 2.5; Powell, Colo., 2.5; Durban, Wyo., 2.5; Harts, Colo., 2.5; Archer, Wyo., 2.5; Ford, Colo., 2.5; Cheyenne, Wyo., 2.5; Hayfork, Colo., 2.5; Julesburg, Colo., 2.5; Sterling, Colo., 2.5; Wier, Colo., 2.5; Best sugar Pac-Adrian, Colo., 2.5; Tury Spur, Colo., 2.5; Ovid, Colo., 2.5; Hask, Colo., 2.5; Sedgewick, Colo., 2.5.

These rates are decreased from 1 to 3 cents from existing tariffs, and according to the decision of today the defendant railroads are required to stop collecting a higher rate on September 1 and for a period of not less than two years thereafter to abate from existing the present rates for transportation of lumber and other forest products going to the lumber yards from Omaha and South Omaha must put the rates above mentioned into effect.

The decision also affects the Burlington as to Wyoming points.

Victory for Club. The cut in lumber rates ordered by the commission is the third victory won within a short time by the traffic bureau of the Omaha Commercial club. A fourth case which is yet to be adjudged is known as the "creamery case."

"This lumber rate matter," said E. J. McVann, "was argued before the commission at the same time the rates from the south came up and is part of a general campaign to equalize Omaha lumber rates. The suit started last week before the State Railway commission is also part of this, and the prospects for winning that are bettered by the decision of today the Interstate Commerce commission."

"This decision means that the lumber wholesalers and jobbers of Omaha, South Omaha and Council Bluffs will be in a position to enlarge and branch out considerably."

MANY NEW SITES PROVIDED

Omaha Public Building Bill's Provisions.

(From a Staff Correspondent.) WASHINGTON, June 30.—(Special Telegram.)—The Omaha public building bill approved by President Taft June 25, and carried among other items of authorization for the purchase of public building sites, supervising architect Taylor within the five days elapsing since the approval of the act by the president, has prepared and sent out to newspapers advertisements inviting bids for those building sites in the various cities of the country where authorization is made to purchase a site who may desire to sell their property to the government.

Four sites were authorized in Nebraska, as follows: Alliance, \$15,000; Aurora, \$6,000; Chadron, \$15,000; and Hall City, \$4,000. At Beatrice, \$15,000, appropriated to purchase additional ground for the public building there.

There were four sites authorized for Iowa cities, as follows: Clarissa City, \$10,000; Grinnell, \$5,000; Maquoketa, \$5,000, and Washington, \$10,000.

South Dakota gave two sites, Bedford and Madison, at \$10,000 each.

Wyoming is provided with four sites, as follows: Basin, \$5,000; Buffalo, \$7,000; Cody, \$6,000, and Green River, \$5,000.

By recent army orders First Lieutenant Duncan Elliott, Eighth cavalry, at his own request is relieved from duty at the mounted service school at Fort Riley, and upon expiration of leave will join his regiment.

Major Dwight E. Holley, Fifteenth infantry, is relieved from treatment at the General Hospital, San Francisco, and will join his proper station.

Rural carriers appointed are as follows: Nebraska—Lincoln, route 1, Alex Moorehead, carrier; Irvin Wright, substitute, Fairfield, route 3, Terry H. Griswold, carrier; M. A. Stephenson, substitute, Pierce, route 1, Edward W. Schlowsky, carrier; no substitute.

Iowa—Goose Lake, route 1, Earl D. Webster, carrier; no substitute.

South Dakota—Miner, route 1, James H. Lewis, carrier; no substitute.

Girl Probably Murdered. JEFFERSON CITY, Mo., June 30.—Resident of Omaha, Cliff Lewis, is searching today for the body of Miss Anna Wendler, daughter of John Wendler, who is believed to have been murdered Tuesday evening, her basket, parasol and shoes were found at Lincoln creek, two miles from Osage City, today.

Fishes to Eat on Hand. LEAVENWORTH, Kan., June 30.—Harry Forbes, the professional prize fighter, who was convicted as a Mafsey swindler, was released from the federal prison today on \$500 bond.