

NEWS SECTION PAGES ONE TO EIGHT

WEATHER FORECAST. Fair

RECORDS BROKEN AT ELGIN RACES

All But Five Cars Out of Eighteen Starters Finish in Three Events Over Fast Track. MOTORS AND TIRES ACT WELL. Crowd of Thirty Thousand Persons Witnesses the Contests. FINISH IS CLOSE IN EACH RUN. Two Nationals Finish Nine Seconds Apart in Cup Race. MERCERS BEAT FIELD OF ELEVEN.

ELGIN, Ill., Aug. 25.—Thirty thousand spectators were witnesses today when the automobile road records of the Elgin course established last year were shattered. Eighteen cars started in the three events, and only five were left at the end of the races.

The races were remarkable for the absence of tire trouble. Not a pneumatic was changed at the repair pits and the number shifted at other parts of the course was a negligible quantity.

A prediction of rain failed of fulfillment and the weather was ideal. The crowds were perfectly handled by militia men and no unbidden vehicles strayed off the country roads onto the speed track as was the case a year ago.

Thrilling finishes were the rule. The finishes were replete with thrills. Two Nationals fought it out for the first and second positions in the last inch in the Illinois cup event at 200 miles and finished nine seconds apart.

Two Mercer cars in a field of eleven finished two minutes apart in the Kansas county cup race. The Mercer crowd of spectators on their feet. There were many pushes for position among other cars which maintained a steady level of excitement throughout the racing.

Two Abbott-Detroit cars and one Ford and the Aurora cup ran to themselves and ran a close race from start to finish. Not one of the three winning machines stopped for any reason whatsoever throughout the day.

Governor Deneen and his staff witnessed the struggles from a box. Mrs. J. B. Adams of Phoenix, Arizona, with a party of women in her car arrived overland from the newly-made state just in time to secure packing space.

The fastest lap, eight miles, 2.94 feet made in 9.97.33 last year by Al Livingston in a National, was lowered today by Ennis H. Herr, also a National driver, to 9.97.15, which is at the rate of about seventy miles an hour.

Herr started in first place in the Illinois cup and held it without a quiver throughout. Mera and Jeffkins struggled for second place for 100 miles, but Mera secured it. He began crawling up Herr. At the rate he was going another lap would have given him the victory.

Hughes, winner of the county cup, started fourth among eleven cars, but he took him only thirty-three miles to gain the lead, which he held to the end. Barnes was in first place for seventeen miles, but thereafter he had to be content with the place position. Pearce gradually won third position from Maloney and held it during the second half of the contest.

County cup, 100-mile race. Trophy valued at \$1,000; \$200 in cash and \$800 in equipment to winner. High Hughes (Mercer), won time 2:37.21. W. F. Barnes, Jr. (Mercer), second time 2:38.11. W. H. Pearce (Colby), second time 2:38.11. Winner's average per hour, 62.4 miles. Illinois cup, 200-mile race. Trophy valued at \$1,000; \$400 in cash and \$600 worth of equipment to winner. First, Donald Herr in National. Time 9:57.33. Second, Charles Mers in National. Time 10:07.04. Third, Rupert Jeffkins in Vette. Flagged at 79 miles. Fourth, J. H. Stickey in Vette. Flagged at 161 miles.

(Continued on Second Page.)

Judge H. M. Trimble Elected Commander-in-Chief Grand Army

Colonel Nicholas Day of New York is Senior Vice Commander—Sherwood Pension Bill is Endorsed.

ROCHESTER, N. Y., Aug. 25.—Judge Harvey M. Trimble of Illinois was unanimously elected commander-in-chief of the Grand Army of the Republic at noon today when Colonel John McElroy of Washington, his opponent, ended a bitter contest by withdrawing from the race. On recommendation of committee on resolutions the New York encampment endorsed the Sherwood pension bill which Democratic Leader Underwood has promised congress will pass at the forthcoming session, but the endorsement carries the proviso that the bill be made to conform as closely as possible to the railway bill which was pigeonholed in congress. The Sherwood bill was favored by Judge Trimble.

David Hawksworth Dies at Plattsmouth

Man Prominent in Business in Cass County for Forty Years Dies of Old Age.

PLATTSMOUTH, Neb., Aug. 25.—(Special.)—David Hawksworth, who has been prominent in business and banking circles in this city for almost forty years, died this morning at 5 o'clock of ailments incident to old age. The deceased was born in England in 1831, being in the sixtieth year of his age.

He was employed as a mechanic by the Manchester Southern & Liverpool Railway company before coming to America. He emigrated to this country in 1849, and later settled in Burlington, Ia., where in 1850 he entered the employ of the Burlington & Missouri River Railway company. In 1862 he enlisted in the United States navy, and was appointed second assistant engineer of the United States gunboat "Indianola," serving until captured below Vicksburg in 1863.

Mr. Hawksworth was a prisoner of war for three months when he was released and served as assistant engineer on the gunboat "Marmorra" until mustered out in 1864. Returning to his home Mr. Hawksworth again entered the employ of the Burlington, and was made general foreman of the shops at Burlington, Ia., and came to Nebraska in 1875, where he was appointed master mechanic of the lines west of the Missouri river. He served in this capacity until 1888, when he was promoted to superintendent of motive power for the lines west in which place he did good service for the road until 1901 when he retired from the company's service.

Mr. Hawksworth has long been a large stockholder and one of the directors of the First National bank of this city. In 1908 he was elected on the republican ticket as county commissioner, filling the office very creditably for three years, declining a second term.

Mr. Hawksworth was married in 1863 at Burlington to Miss Kate Schaefer. His widow and four sons and one daughter survive. The sons are Frank of Lincoln, Joe of Fort Madison, Ia., Dave of Detroit, Mich., and Fred of Plattsmouth. His daughter is Mrs. E. W. Cook of Plattsmouth. The funeral will be held Sunday afternoon.

Jay Burns Honored by Master Bakers

Omaha Man is Elected Member of Executive Committee of National Association.

KANSAS CITY, Mo., Aug. 25.—George F. Clarke of Jamestown, N. Y., was elected president of the National Association of Master Bakers at the final session of the annual convention of that body here today. M. J. Muller of Dubuque, Ia., vice president, and Charles E. Abbott of New York, treasurer, were re-elected.

Jay Burns of Omaha and William K. Korn of Davenport, Ia., were elected members of the executive committee to serve two years.

B. F. Whitecar of Philadelphia was chosen secretary. Louisville, Ky., was chosen as next year's meeting place.

Farm in Oklahoma Mysteriously Sinking

MUSKOGEE, Okla., Aug. 25.—The strange behavior of the farm of N. K. Farmer, adjoining Yabala, fifteen miles west of this city, has alarmed the people of that village. Mysteriously holes began to appear in Mr. Farmer's fields several weeks ago, some of them sinking to a depth of ten feet and covering the fields so thickly as to unfit them either for cultivation or for use as a pasture.

Farmer believes the strange falling away of the land is due to the recent drought. The farm lies in a bend of the Arkansas river. The soil is about twelve feet deep. Below that is sand. Farmer's theory is that the low stage of the river sucked water and sand from the soil, which was giving a Swiss cheese appearance to his farm. He is attempting to level his land by hauling soil from adjoining farms.

GOOD RAIN IN SOUTH DAKOTA

Country Between Pierre and Rapid City is Soaking a Good Soaking. PIERRE, S. D., Aug. 24.—Reports from all points between here and Rapid City, indicate soaking rains last night, which will help along the growth of grass on the prairies, and further help settle the problem of securing fodder for stock the coming winter. At this city the government record is about a half inch, but it came so slowly that there was no collection of water on the surface, all going into the ground, and giving the grass another big boost, which will mean plenty of pasturage in the Missouri valley for the fall and winter.

New Census of Chicago. CHICAGO, Aug. 25.—Chicago's population is now 2,841,844 according to announcement made today by the publishers of the new census. These figures show an increase of 73,000 over the federal census a year ago.

HARRIMAN LINES IN FOR STRUGGLE

Vice President Kruttschnitt Visits Omaha and Discusses Situation. MEN TREATED FAIRLY, SAYS HE

Official Travels Over System to Learn Sentiment of the Employees. STRIKE RESTS WITH EMPLOYEES

One Big Railroader Declares System Anticipates a Struggle. VICE PRESIDENT IS RETICENT

Official of One Road Declares that Strike is to be Declared and that Harriman System is Selected for the Attack.

En route to San Francisco and traveling in the private car Gaudalups of the Southern Pacific, which was attached to Illinois Central train No. 1, Julius Kruttschnitt, vice president and director of maintenance and supervisor of the Harriman railway system, arrived in Omaha Friday morning and an hour and a half later left for the west, his car attached to the Union Pacific fast mail, No. 18. Although the hour was early, Mr. Kruttschnitt was met at the station by A. A. Mohler, vice president and general manager of the Union Pacific, and C. E. Fuller, assistant general manager and superintendent of motive power and machinery of the same road.

The two local officials of the Union Pacific held a conference with Mr. Kruttschnitt in the latter's private car for nearly an hour, and then with him took a short walk up town. To The Bee Mr. Kruttschnitt said there was little to say relative to possibility of a strike on the Harriman system, adding that at no time had he refused to confer with the men employed by the lines of the road which he represents.

"So far as we are concerned, we are paying no trouble with our men. We are having the best work out of any of the roads of the country, and notwithstanding that business has been bad, for months we have been carrying on our payrolls a large number of people not needed. We have at the present time are paying out annually between \$300,000 and \$400,000 to superannuated employees."

Asked if a strike on the Harriman system was expected, Mr. Kruttschnitt replied: "It is up to employees."

"That is something that is up to the men. We are not seeking, neither are we bringing on a strike. We have treated with our men, and they, or a large portion of them, are familiar with the conditions which exist at the present time."

Asked if the Harriman system would recognize the proposed demands of the federated labor organizations, Mr. Kruttschnitt answered that he had nothing to say upon this subject.

Getting down to the matter of retrenchment and asked if it would be continued to a greater extent, the director of maintenance and operation of the Harriman system answered that he could not say.

"It is like this," he continued. "If the business man finds there is a falling off in his business, he cuts expenses wherever he can in order to bring that business up to the point where it will be profitable. If the man with a family discovers that his living expenses are increasing, while his income is constantly decreasing, he reduces his expenses; if he has been eating a certain kind of meat he procures something cheaper."

"The railroads are like any other kind of business in this respect and might be compared to a family. When it is discovered that the expenses are increasing, or are greater than what they formerly were and business is falling off, it becomes necessary to cut out some of the expenses."

"In reducing forces no favoritism has been shown. The reduction has been general. In my own office I have reduced my force and the same thing has been done in the office of Mr. Mohler. We have simply followed a plan of general retrenchment and have laid off some of the employees. We are going along without, I would be glad to have all of the people taken back and at good wages, for I like to see people prosperous and earning good salaries."

Mr. Kruttschnitt said it was impossible to tell when the employees' effort would be restored to their old positions, but felt that nothing of the kind could occur until the business conditions, particularly with the railroads, improved.

Mr. Kruttschnitt will make no lengthy talk between here and the Pacific coast. His car will be halted by No. 15, the fast mail, all the way to San Francisco. He will remain there several days, possibly two weeks. At this time he does not know over what route he will return.

Strike is Certain. Another railroad man, who refuses to let his name be published, though he is connected with the Union Pacific, discussing the strike situation, said: "A strike is almost sure to be declared. The roads of the Harriman system have thrown down the gauntlet and on those roads will be the heaviest fighting. It will be a fight to the death, for the Harriman interests, backed by the other railroad interests of the country, will never submit to a recognition of the federated alliance of the labor organizations. In the past, railroads have been willing to treat with real individual unions, but they will never agree to permitting the federated organization dictating the management of their affairs."

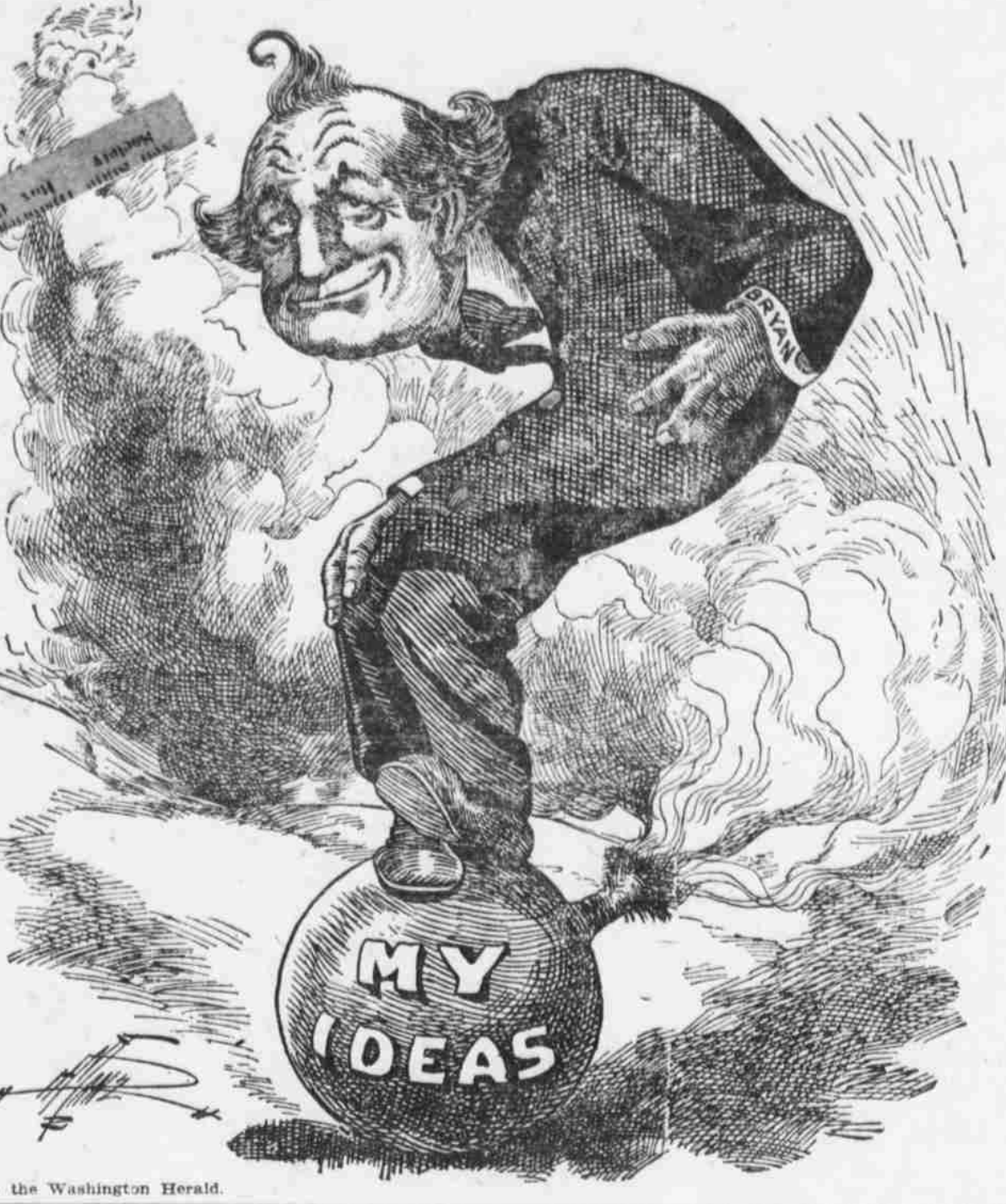
"In selecting the Harriman system as the system against which the battle is to be waged, the federated union does so knowingly that it is one of the most powerful railroad alliances in the country. If the federated wins, it will win everything, and if it loses, it will lose all. The fight will be a long one."

"This labor war is not to be one in which wages will be the paramount issue. In fact, it will be only a side issue. The real issue is to whether or not the federated union shall be officially recognized by the railroads of the United States."

KLINE DISCUSSES SITUATION

Says Federation of Unions Will Insist Upon Recognition. CHICAGO, Aug. 25.—J. W. Kline, international president of the Blacksmiths' union, was busy today communicating with officers of unions in different parts of the country arranging for a conference of Vice President Julius Kruttschnitt of the Harriman Lines to be held in a western city next week, at which further efforts will be made to bring about a settlement.

The Eternal Democratic Question



From the Washington Herald.

NEW RACE IN THE NORTH

Explorer Stefansson Announces Important Discovery in Victroland. SCANDINAVIAN IN APPEARANCE

May Be Descendants of Three Thousand People Who Disappeared from Greenland Three Centuries Ago.

NEW YORK, Aug. 25.—A race of people who have never been beheld a white man or an Indian has been discovered in the Arctic regions of British Columbia by Vilhjalmr Stefansson, leader of the American museum's scientific expedition, which left here in April, 1906, according to a letter received from him in Brooklyn today.

In his letter, which is dated Mouth of the Dease river, Oct. 13, 1910, and is the first intelligence received from the party within a year, Stefansson says: "We have discovered people in a region supposed to be uninhabited and have lived for a few months among people who had never seen a white man or an Indian (though they had heard of both) and did not even know I was not an Eskimo—so little were they informed on what white men are like. We have discovered Eskimos in speech and habits who are Scandinavians in appearance."

"My solve important question. This find is the beginning of the solution of one of two problems: "What became of some of Franklin's men?"

"What became of the 2,000 Scandinavians who disappeared from Greenland in the fifteenth century? "Or, if neither of these questions is to be answered, then we have introduced a new problem of scientific interest: Why do some of the people of Victroland differ markedly from the rest of their race? Why are they so European in type? We have discovered the nonexistence of a stream which the maps make the size of the Hudson river—when the River La Ronciere disappears from the map I shall feel I have done some housecleaning."

Stefansson was accompanied by Dr. R. M. Anderson of Harvard. During the long, dreary journey to the land of the midnight sun the party met with many hardships, the explorer writes. Once, when the food supply ran out and no relief was in sight, he says, they ate the skins from their fur clothing. In midwinter in 1909 Dr. Anderson fell ill with pneumonia and remained so for a month.

"Had it not been that we had a small cache of flour, etc., at Camp Parry, we should not have been able to pull him through," the explorer writes.

ST. LOUIS MARKET PUTS BAN ON MIXED EGGS

State Food Commissioner Rules that "Current Receipts" System of Sales is Illegal.

ST. LOUIS, Aug. 25.—The St. Louis Butter, Egg and Poultry exchange has been notified of a forthcoming order by Dr. W. F. Cutler, state food and drug commissioner, which will put a ban on the "current receipts" or "shippers' count" system of buying eggs in the wholesale market. Dr. Cutler has ruled that the practice of buying good and bad eggs mixed in consignments from the country and then weighing out the bad eggs by the candling process is in violation of the Missouri food law.

This ruling is made possible under the general terms of the 1907 statute, which forbids the sale, offering for sale or having in possession with intent to sell any state or United States food or drug, the penalty is fine and imprisonment. Although the new order is of a revolutionary nature in the egg trade, members of the Butter, Egg and Poultry exchange regard it favorably and believe it can be made effective.

BROOKS' COMET WILL SOON BE VISIBLE TO NAKED EYE

GENEVA, N. Y., Aug. 24.—The new comet recently discovered by Dr. W. E. Brooks, director of observatory and professor of astronomy, Hobart college, and named by him the Brooks comet, has become so bright as to be seen with open glasses or small telescope, and will soon be visible to the naked eye. The comet is now in constellation cygnus, about 3 degrees north of Alpha, the top star in the northern cross, directly overhead in the early evening. Motion is northwest.

Police Hunting for St. Louis Man Who is on Honeymoon

C. L. Brown, Until Recently Auditor for Dressed Beef Company, is Charged with Embezzlement.

ST. LOUIS, Aug. 25.—While he is on his honeymoon, Charles L. Brown, until recently general auditor of the St. Louis Dressed Beef and Provisions company, is being sought by the police, following the issuance of a warrant for his arrest on the charge that he obtained \$1,000 from his employers by false pretenses.

It is alleged that Brown gave his personal checks to the company on the representation that he had money deposited in a bank. The checks were returned marked, "No funds."

He is alleged to have obtained the money on worthless checks August 15 and to have resigned his position later the same day. Brown and a Miss Grace Greenway were married August 16.

After vainly trying to find Brown officials of the company applied for warrant.

Strong Evidence Against William Lee

Suit of Blood-Stained Underclothes Partly Burned Found in House Identified as His.

BOONVILLE, Ind., Aug. 25.—Blood-streaked and partly burned underclothes of a man, positively identified before Coroner Farley's inquest today as belonging to William Lee, were found in a search of the bedding of the Lee room this morning and furnish what the authorities believe is a strong link in the evidence connecting Lee with the murder and partial burning of his father and mother, Mr. and Mrs. Richard Lee, and his younger brother, Clarence Lee, yesterday.

There is strong feeling against Lee today. He shows no signs of breaking down, however. Miss Mina Taylor, to whom Lee was to have been married last night, declares her desire to see him punished if he is guilty.

ATWOOD FINISHES HIS FLIGHT

Aviator Lands on Governor's Island This Afternoon at 2:38. MAKES QUICK TRIP FROM NYACK

He Covers Thirty Miles Across City from Thursday's Landing Place in Forty-Five Minutes—Had Been in Pocket. BULLETIN.

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NYACK, N. Y., Aug. 25.—Harry N. Atwood, holding the world's record for long distance aeroplane flying, planned this morning to wait here until 3 o'clock before concluding his flight from St. Louis to New York. A steady southeast breeze made conditions ideal for Atwood to take wing out of the meadow, where he was forced to land yesterday on account of engine trouble when within twenty-five miles of New York City. The engine was repaired during the night and nothing remains for Atwood but to fly down the river and land at Sheepshead Bay race track. Atwood said this morning that he would not fly to Boston.

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The little wind there was early this morning came from the southwest and was favorable to the aviator's purpose. Behind his machine the mountain rose like a wall, cutting off all hope of escape in that direction. Toward the river were trees over which he had to fly before he could reach the open air spaces. A head wind increased his chances of making a sharp rise that would carry him over the trees and out of danger. Once beyond the tree barrier, there were open fields a short distance down the river, where he could land and wait for a favorable opportunity to start the last jump of his long journey later in the day.

Slight Rain Falling. When Atwood returned to the hotel for breakfast, after inspecting the airplane, he said that the damaged engine had been repaired and that the weather and the physical difficulties surrounding his landing place were now the only factors in the situation.

The aviator did not spend a long time at breakfast, for he found the wind to his liking and feared that any minute it might veer to an unfavorable quarter. When a slight rain began to fall he said this would not keep him from attempting a flight if other conditions were favorable.

The field where the record-breaking aeroplane rested was a center of attraction all night. A crowd watched the mechanists, who passed back and forth through the gloom carrying lanterns and tinkering with the broken machinery. It was nearly dawn when they pronounced everything in shipshape form and when Atwood visited the place before breakfast he endorsed their report. Atwood was delighted when he observed that the wind was true and steady.

"The wind holds in this direction, I can fly out of the trap here quite easily," said Atwood, "and it won't be necessary to start for New York until 3 o'clock this afternoon. If, however, I find that the wind is starting to veer to the westward, I shall fly from here in a hurry."

REAL VACATION FOR TAFT

President Refuses to Receive Callers for Two Weeks Beginning Monday.

BEVERLY, Mass., Aug. 25.—The president decided today to deny himself to all callers for two weeks, beginning Monday. He will keep close to the Myopia golf course and his automobile. Tomorrow he will speak to the Essex County Republican club at Hamilton, Mass. The president leaves for the west on September 15. The president will celebrate his fifty-fourth birthday on September 23.

TWENTY-FIVE DIE IN TRAIN WRECK

Lehigh Valley Passenger Train Carrying Returning Army Veterans Goes Into Ditch. DEFECTIVE RAILS THE CAUSE

Two Cars Roll Down Embankment Sixty Feet in Height. WERE MAKING UP LOST TIME

Two Engines Pulling Coaches in Effort to Make Speed. SIXTY PERSONS ARE INJURED

Concussion Throws Every Passenger from Seat and Scores Receive Injuries—Bodies Nearly All Recovered.

MANCHESTER, N. Y., Aug. 25.—Twenty-five persons were killed and about sixty hurt when passenger train No. 4, on the Lehigh Valley railroad jumped the track beyond this afternoon. The cars rolled down an embankment sixty feet in height and it was in these cars that the greatest mortality occurred.

The wreck was due to defective rails. The engines and two forward coaches passed over the bad spot, which was about 100 feet east of the station, without accident, but when the diner struck the defective rails they spread and the last two coaches were thrown from the track and rolled down the embankment.

Several persons in the dining car were killed, but the largest number of dead were in the last two coaches. Following is a partial list of the dead: HARRY HACKER, brakeman, aged 39 years, Waverly, N. Y., died on the relief train. EDGAR PANORUM, Ellis Island, N. Y. CHARLES HICKS, Newark, N. J. MISS H. ZIEGLER, Philadelphia. MRS. C. C. JOHNSTON, Philadelphia. GEORGE S. GUNDEL, Smithville, N. J. E. POWER, address unknown. THOMAS MURRAY, fireman. CHAS. O'NEILL, fireman. Manchester, died in St. Mary's hospital, Rochester.

Veterans on Train. A number of veterans returning from the Grand Army encampment at Rochester were on the train. At 2:45 o'clock twenty-two bodies had been taken from the wreck. Mangled bodies were in plain sight, plumed under the debris. Most of the victims are old men and women.

The train was forty minutes late and was running fast, hauled by two powerful engines, in an effort to make up lost time. It does not stop at Manchester. The third and fourth cars plunged over the side of the bridge to the outlet below. The third car struck flat on its side in the water, while the fourth landed on its front end. The remaining five cars left the rails, but did not go off the bridge. The concussion threw every passenger from the seats and scores received slight injuries. The cars in the creek were crowded and it was in these the casualties occurred. The train was in charge of Conductor J. B. Hillcock of Geneva, N. Y., and Engineer Fred Callen of Buffalo.

FRANKLIN HAS FIGHT OVER COUNTY SEAT

Approach of Election Brings Question to Front, Since New Court House is Needed.

HILDRETH, Neb., Aug. 25.—(Special Telegram.)—Again the county seat fight is to the fore. The county-seat committee is mailing literature to all voters, setting forth the advantages of Franklin and the drawbacks of Bloomington, and the committee emphasize the fact that last fall Bloomington asked for an appropriation of \$60,000 for that purpose. They explain that Franklin will not ask for a stated amount of money, should the county seat be located there, but will ask delegates from each ward to meet and decide as to the amount a new court house should cost.

Franklin was formerly the county seat, and great bitterness resulted when it was removed to Bloomington. Each year this feeling comes to the surface at election time, increasing in intensity. The law bearing on the case is being scattered, in circulars, all over the county.

CLAY COUNTY NEWS NOTES

Teachers' Institute Closes Session After Attendance that Will Prove Record Breaker.

CLAY CENTER, Neb., Aug. 25.—(Special.)—Miss Hazel Burlingame of this city won the medal in the Clay county Women's Christian Temperance union gold medal contest held at the Methodist Episcopal church here last night.

J. B. Cabson, editor of the Ong Weekly Visitor, was adjudged insane by the board of insanity today, and ordered committed to the hospital at Hastings.

The Clay county teachers' institute closed a week's session today. About 150 teachers have been in attendance this week and much interest manifested. Miss Edith A. Lathrop, county superintendent; Miss Eleanor Lally of Lincoln, Superintendent R. V. Clark of Harvard, and Prof. J. W. Seawson of Manhattan, Kan., have been the instructors. Superintendent J. W. Cranford, Dr. Cutler of Lincoln, and Mrs. Anna Morey of Hastings have delivered special lectures.

Round trip tickets to Lake Manawa

Boxes of O'Brien's Candy. Base Ball Tickets. Quart Bricks of Dalszell's Ice Cream.

All are given away free to those who find their names in the want ads. Road the want ads every day, your name will appear sometime, maybe more than once.

No puzzles to solve nor subscriptions to get—just read the want ads.

Turn to the want ad pages—there you will find nearly every business house in the city represented.

The Weather. FOR NEBRASKA—Fair. FOR IOWA—Fair. TEMPERATURE at Omaha Yesterday. NOW WOT? Comparative Local Record. Highest yesterday 81. Lowest yesterday 58. Mean temperature 68. Precipitation .00. Temperature and precipitation departures from the normal. Normal temperature 68. Deficiency for the day .00. Total excess since March 18 .00. Normal precipitation .00. Deficiency for the day .00. Total precipitation since March 18 .00. Deficiency since March 18 .00. Deficiency for year period, 1910, 11.38 inches. Deficiency for corresponding period, 1909, 11.38 inches. Reports from Stations at 7 P. M. Station and State Temp. High. Rain. Cheyenne, clear, 74, 78, .00. Davenport, clear, 74, 78, .00. Denver, clear, 73, 78, .00. Des Moines, part cloudy, 73, 78, .00. Dodge City, clear, 72, 78, .00. Omaha, clear, 76, 78, .00. Pueblo, cloudy, 74, 78, .00. Rapid City, cloudy, 72, 78, .00. Salt Lake City, clear, 69, 80, .00. Santa Fe, cloudy, 68, 78, .00. Sheridan, cloudy, 70, 78, .00. Sioux City, clear, 74, 78, .00. Valentine, clear, 70, 78, .00. Yankton, clear, 70, 78, .00. T. indicates falling. L. A. WELSH, Local Forecaster.