THREE SCORE VICTIMS OF B. & O. TRAIN WRECK

Most Horrible Train Accident in Recent Years—Sixty-two Are Dead and Many More Are Dying.

The Duquesne Limited Plows into a Pile of Timber Near Laurel Run, Pa., and from One Crowded Car Not a Man Escapes with His Life—The Hospitals and Morgue at Connellsville Are Filled to Overflowing—Not All of the Dead Have Been Identified.

Connellsville, Pa., Dec. 24.—When daylight broke there was known to be sixty dead as the result of last night's wreck of the Duquesne limited on the Baltimore & Ohio railroad, near Dawson. These bodies filled the temporary morgues in this city, and it is believed nearly a score more will be added to the dead list before the day is over. Of the bodies recovered forty-nine have been identified and eleven are designated as "unknown." Most of the latter were foreigners, principally Italians.

There was also one Chinaman. In the hospitals three of the injured were expected to die at any moment, and five others were in a critical condition. The dead:

ENGINEER WILLIAM THORNLEY of Hazelwood, Pa.

S. G. HEATER, assistant engineer in charge of construction, Glenwood, Pa.

FIREMAN J. J. COOK of Hazelwood, Pa.

HERBERT HOLMES of Emlenton, Pa.

JESSE E. PINES of Tarboro, N. C., Union News company agent on train.

WILLIAM EDWARDS of Pittsburg, going to see wife in Cumberland.

RICHARD DUCKETT of Baltimore.

EDISON GOLDSMITH, about 21, of Connellsville, Pa.

REV. FATHER FIEMELLO, pastor of the Italian Catholic church at Connellsville, whose new church was dedicated last Sunday.

CHARLES LANGFORD of Confluence, Pa.

J. I. EGERLY of Butler, Pa.

CONDUCTOR LOUIS HELGOTH, the limited conductor, of Hazelwood.

JOHN K. POWERS, about 50, 20 North street south, Cumberland.

CHARLES A. COOK, no address.

JOHN SEAMON, about 35, of New York.

D. MURRAY, about 16, of 1616 Dallas avenue, Pittsburg.

ATTLES G. PROTZMAN, no address.

CHARLES W. GREY, Trenton, N. J.

CHARLES WALTER STEWART, Stewarts Station, Pa. Letters in clothing showing that his mother is now in Camden, N. J.

THOMAS J. FARNAM of Philadelphia, general yardmaster for Riverside Iron works, Benwood, W. Va.

M. MYEROWITICH of Johnstown.

WILLIAM SHEEDY of Patterson Creek, W. Va.

CARMINE M. MICKLICHIE, residence unknown.

HAROLD D. MORRISON, 130 Flowers avenue, Hazelwood, age about 35.

VICTOR VIOL, Rochester, Pa.

JOHN H. WILLS, about 50, of Pittsburg. Badge and credentials show him to be a member of Lodge No. 11, B. P. O. E., of Pittsburg.

J. WADE SHUPE, about 40, of Mount Pleasant, Pa.

G. J. WINKLER, about 35, of Westmont, Pa.

GEORGE F. RHEIM, 1709 East Preston street, Baltimore.

THOMAS TIPPLER of 2523 North Garret street, Philadelphia.

J. W. MARTIN, lineman of the Western Union Telegraph company of Connellsville, Pa.

WILLIAM A. KELP, about 35, of Mount Pleasant, Pa.

JAMES BARNARD, 420 Dewey street, Pittsburg.

H. F. ROUSH, about 29, of Pittsburg.

F. B. MOLKER, about 40, of Elk Ridge, Md.

CHARLES W. WAGNER, about 30, of Berkely Springs, W. Va.

M. K. SMITH, about 29, of Connellsville, Pa., last exalted ruler of the Connellsville lodge of Elks.

L. CHARLES KEILAMB of Christiania, Sweden.

HARRY DEVLIN, Connellsville, Pa.

E. I. KEIFER of Somerset, Pa.

W. A. LARD, Martinsburg.

J. W. KAZENER, Cumberland, Md.

JOHN ADDISON, New York.

WILLIAM BRODIE, Red Bank, N.J.

ROBERT DAVIDSON, of Philadelphia.

SYLVESTER ZINKARD, Chase, W. Va.

CHARLES E. KEFFER, Somerset, Pa.

HARRY DEVLIN, Lonaconing, Md.

W. A. GOOD, McKeesport, Pa.

C. W. BISOR, Berkeley Springs, W. Va.

JAMES FOX, address unknown.

The other dead are mostly foreigners and negroes, who were riding in the smoking car. The work of identification has not begun.

The known injured are:

W. H. Hancock of Pittsburg, slight injuries.

J. W. Bromley of North Broddock, slight injuries.

Annie Reese of Glenwood, slight bruises and cuts.

Thomas J. Dom of Hazlewood, slight injuries.

J. A. Allfurther of Bealton, W. V., seriously injured.

Henry Davin of Rockwood, Pa., badly injured; will die.

W. H. Stoddard, Connellsville, Pa.

J. W. Altman of Connellsville, Pa.

Aaron Verg of East Pittsburg.

As fast as recovered from the wreck the dead and injured were placed on trains and brought here. The dead were taken to the morgues and the injured were at once removed to the Connellsville cottage state hospital, where twelve victims died between 10 o'clock last night and daylight this morning. As the bodies were received at the morgue they were tabulated and laid in rows. Most of them were foreigners. Among them were two negroes.

On Their Way Home.

The foreigners who were killed, and who remain unidentified, were bound for their homes in Europe. The Duquesne limited is the train which connects with the boats at Baltimore and New York and every evening for a month past hundreds of these people have been taking this train on their way home for the winter. At the Baltimore & Ohio offices it was stated that sometimes there are as many as five or six hundred of these people to go and then a special train is made up for them. At other times, a special car or two is added to the limited. Last night one special day coach was added to the train, and it was in this car that the foreigners were riding. The car was immediately behind the smoker.

Crowds Surround Morgue.

From the time of the news of the accident until daylight there have been crowds surrounding the morgue. During the night the pressure became so great that the doors had to be locked and police were used to prevent the over-running of the place.

The scene at the wreck is awful. Cars are piled one upon the other, lying sidewise and at angles, while trucks are piled high up on the banks, among the bushes as tho thrown there by a giant hand.

Fully 200 yards from the seat of the first trouble lies the engine—a wreck—with battered sides and dismantled trucks, where her great speed carried her after she struck the wreck. Almost 100 yards beyond is the forward baggage coach.

This great train, plunging thru the darkness at sixty miles an hour, dashed round a curve headlong into a pile of bridge timbers and was wrecked. The speed of the train sent it plunging ahead as the wheels left the rails and bumped over the ties until the rails were ripped up and out and the great engine fell over. The two baggage cars dashed on ahead past the dismantled engine, leaving the right of way and plunging down over a bank. The first passenger car, a smoker, pushed past the engine and tilted over toward it at the same time. This car was filled with passengers and all were killed.

Bodies Not Mangled.

Singularly, in such an awful crash, the dead, with few exceptions, were scalded to death. Scarcely any of them were mangled.

A story of courage and heroism seldom equaled is told of Benjamin Nichols, steward of the dining car. His name is being sung with praises by railroaders and the surviving passengers to-day. When the terrible slide of the engine dragged the train whirling sideways along the road, Nichols was in the dining car. He was battered from one side to another of the car. Jolting, bumping and swinging, the car finally stopped. It was on the end of the train and it is for this reason that Nichols and others on that car were not injured. Before the car had made its last lurch Nichols had leaped and was running toward the smoker, which was reduced to a matter of twisted iron and splinters. The crash had torn the escape valve from the top of the engine and the steam was shooting in the car upon the struggling mass of humanity.

Nichols' Heroism.

The steam was the first thing that attracted the plucky steward. Taking off his coat he ripped and tore the garment until it was in shreds. With this he plugged up the pipe and shut off the steam. Temporary relief had been given the sufferers, but Nichols was not done. Long before the passengers in the Pullman coaches had stepped to the ground Nichols had taken the first step in the work of rescue. Climbing thru a broken window he leaped into the dark car. The hot, suffocating steam filled the car. The screams of the injured made it confusing what to do. Picking up the first human form at hand, Nichols carried it out in the open. Placing the injured victim on the frozen ground, Nichols once more entered the car. By this time other rescuers had arrived and one after another were handed out until five were rescued.

At this point the steward was compelled to leap to the ground, being exhausted and overcome by the heat and steam.

Other employes entered the car and continued the work of rescue. They were soon rejoined by Nichols, who once more had recovered. For hours the work continued, it being difficult even with the aid of the wreck crew. Many of the victims were wedged between heavy timbers and it was 4 o'clock before all had been removed. Following the wreck thieves were detected robbing the dead and injured. Two white men and two colored men are now in the Dawson police station charged with this crime.

When General Manager Sims arrived at the scene of last night's wreck he was so overcome that he cried. Men and women who crowded to the scene were compelled to turn away from the affecting sights.

Looking for Friends.

When the relief train reached here thousands of people were at the station, looking for friends and relatives, as a large number of Connellsville people had gone to Pittsburg for Christmas shopping and were expected home on the limited. Every available cab and carriage had been held in waiting to convey the injured to the hospitals. Citizens formed themselves into a relief corps and gave assistance in the removal of the wounded from the train.

In addition to the eleven who have died since being taken from the wreck many others are certain to be added to the number of victims. All who inhaled the steam are suffering intensely.

Louis Helgoth, the conductor of the train, was in the second day coach when the crash came and no one knows just what happened to him until afterwards. D. W. Hills, porter on one of the sleepers, said that as soon as he could get off his car he went forward and heard someone shouting from the top of the bank. He recognized Helgoth's voice. The conductor was in terrible agony, but shouted at the top of his voice:

Conductor Kept His Wits.

"For God's sake, I am scalded to death, but some one of you get a red lamp and flag 49 or she will be on us."

Even in the mental suffering of every one about the scene, the bravery and thoughtfulness of the dying conductor was sufficient to bring words of praise and commendation.

Porter Hills, telling of his experience, said:

"I went to the smoking car and began to get the injured out. The car was the most awful scene I ever witnessed. Men were jammed into all sorts of shapes. They were on top of each other and buried under heaps of dirt and seat cushions. When I tried to lift one man out I found others so tightly wedged into the same place that several had to be aided at one time. I got seven men out before I stopped there. The dead were badly bruised and many of the scalded were in such a fearful condition that they would better be dead. Some of them had lost their eyes entirely. The baggage and clothing of the passengers were scattered all over the ground. Some of it was soaked with blood, while in the piles of it could be seen piles of toys, telling the pathetic tale of Christmas shopping that came to such a pitiful end."

Cause of Wreck.

When asked if there would be any investigation on the part of the railroad officials, Superintendent D. W. Durer said: "I don't think an investigation is necessary to explain the affair. It is all too apparent." Pointing to half a dozen heavy timbers under the dining coach, he said: "There is the cause of it. An extra freight, west-bound, dropped those timbers on the track and proceeded without knowing the trouble it had left behind."

Munyon's Paw-Paw

Prof. Clark, Well-Known Scientist, Praises Paw-Paw.

Prof. E. Warren Clark, the well-known lecturer, traveler and scientist, 27 Thomas st., New York, writes: "Paw-Paw is Nature's own remedy for indigestion and nervousness. In three trips around the world I have become perfectly familiar with the medicinal virtues of this remarkable fruit. People in India could not do without it. I was much interested when I read that Prof. Munyon had introduced this remedy to the public, and I have been taking Munyon's Paw-Paw with most gratifying results. The first bottle increased my appetite and cured me of sleeplessness. I am now taking it regularly, and find that my whole system is improved and strengthened. Paw-Paw certainly is a wonderful aid to digestion. I am telling all my friends about it and what it did for me."

If you have dyspepsia, Try it.
If you are nervous, Try it.
If you are nervous, Try it.
If you are despondent, Try it.
If you are weak and run down, Try it.

Cast away all tonics, all medicines and all stimulants and let Munyon's Paw-Paw make you well. It will lift you into the high altitudes of hope and hold you there. It will give exhilaration without intoxication. It will make old people feel young, Weak people strong.

Sold by all druggists. Large bottle, $1. Paw-Paw Laxative Pills, 25c a bottle.

SPECIAL BOXING CLASS

WISCONSIN UNIVERSITY STUDENTS WILL BE GIVEN REGULAR INSTRUCTION BY ANDY O'DEA.

New York Sun Special Service.

Madison, Wis., Dec. 24.—Pugilism at the University of Wisconsin was not stamped out by the faculty after the sanguinary Broad-Edge contest in the Wisconsin gymnasium on the first Sunday morning of the football season. Andrew M. O'Dea, member of the Wisconsin faculty, has organized a class in boxing, which will hold regular meetings after the holiday recess.

The class will be a large one, and the trials for the university glove supremacy are expected to be exceedingly interesting and vigorous. The meetings will be held in the gymnasium, under the personal supervision of O'Dea, twice each week.

The requirements for admission to the class are few, all the requisites to membership being the possession of the necessary boxing gloves. The faculty, in order to stimulate the interest of students in the fistic art, has ruled that practice twice a week in the pugilistic classes of O'Dea shall be accepted as the equivalent of the regularly required gymnastic training under Dr. J. C. Elsom.

GORMAN MAY LOSE

Southern Support Thru Opposing the Panama Canal Treaty.

Washington, Dec. 24.—Southern congressmen are overwhelmed with letters and telegrams from their constituents urging favorable action on the canal treaty. The entire south seems to be more deeply moved than upon any political subject of recent years. Many persons were at a loss to understand how Senator Gorman could so misjudge the temper of the country as to run amuck against the Panama canal treaty.

"Gorman seems to have lost his political cunning," said one of the republican leaders in the senate to-day. "Time was when we looked upon Gorman as an astute politician, able to gage publis sentiment and keep ahead of it. But he has dropped down to the place of a mere partizan, looking for small and immediate partizan advantage, without reckoning as to the outcome."

It is generally conceded that Senator Gorman will be unable to prevent ratification. His opposition is being severely censured in the south and politicians say Mr. Gorman's mistake may result in his losing the southern delegation to the democratic national convention when he becomes a candidate for the nomination.

Maintenance of High Standards.

That all standards tend to become lower unless special care is taken to maintain them is a recognized fact. This is as true of the standard of the physical development of the human race as of other things. When we consider that the progress made in other lines, as rapid transportation, etc., tends to endanger life and limb and wear out mental power, we realize the necessity of watching the physical development of the race most closely. This development may be greatly improved by a regular and systematic use of a good tonic like golden grain belt beer, as experience is proving. If you are not already using it, don't delay longer.

The Best 25c Pocket Knife, Fully warranted, at Gardner Hardware Co., 304 Hennepin av.

Al-Ki Makes a Perfect Skin, Heals chapped hands, frost bites, chafes, rash, hives, eczema, cuts, bruises, burns. Use after shaving. 25c. Druggists or mail. Al-Ki Chem. Co., St. Paul.

Always avoid harsh, purgative pills. They first make you sick, and then leave you constipated. Carter's Little Liver Pills regulate the bowels and make you well. Dose, one pill.

Xmas and New Year's Rates.

On Dec. 24, 25, 31 and Jan. 1 the Minneapolis & St. Louis will sell excursion tickets at rate of fare and one-third for the round trip; final return limit Jan. 4. For rates, time of trains, etc., call on J. G. Rickel, City Ticket Agent, No. 1 Washington av S.

SPORTS.

CLEAN SWEEP FOR NICOLLETS

THEY PROMISE TO TAKE EVERYTHING IN CITY LEAGUE.

Wolf's Bowlers Lead in Games Won, in Team and Individual Pin Averages—Three teams Are Tied for Second Place in the League Race.

The Nicollet club in the City Bowling league promises to carry off all the honors for the season. The club leads in pin average, as well as in percentage of games won, and four of the Nicollets hold the first four places in individual averages. The team and individual pin averages follow:

TEAM PIN AVERAGES.

	Games Played.	Total Pins.	Av.
Nicollet Bowling Co.	33	28,955	877—14
Chris Bowling Co.	33	27,833	843—14
Billiters	33	27,583	935—28
K. C.	33	26,912	815—17
Twentieth Avenue N.	33	27,013	818—19
Rises	33	26,700	809— 3
St. Anthony	33	26,420	800—20
Baldwins	33	25,329	764— 5

INDIVIDUAL AVERAGES.

	Games Played.	Total Pins.	Av.
Sweeney	9	1,759	195— 4
Wolf	33	6,446	195—11
Higgins	6	1,149	191— 3
O. T. Nelson	33	6,104	184—32
Maloney	1	183	178
Hatfield	22	3,916	178
Simonson	22	3,877	176— 5
Hamlin	33	5,798	175—23
Dayton	9	1,576	175— 1
Haisley	12	2,099	174—11
Phillips	33	5,751	174— 9
Newcomb	33	5,748	174— 6
Johnston	15	2,605	173—10
Olson	30	5,139	171— 9
Mckawley	30	5,117	170—17
Dworsky	21	3,566	169—17
Hoag	30	5,084	169—14
A. Gresser	30	5,078	169— 8
Higbee	24	4,047	168—15
Brown	21	3,545	168—17
Ballard	19	3,206	168— 4
Tenvoorde	12	2,017	168— 1
Franson	33	5,43	167—32
Conrad	3	499	166— 1
Brandt	27	4,465	165—10
Carter	24	3,944	164— 8
Keeley	22	3,612	164— 4
J. Gresser	30	4,919	163—29
Swanson	30	4,911	163—21
White S	15	2,453	163— 8
Stadt	23	3,760	163—11
Beard	9	1,465	162— 7
J. Armstrong	28	4,543	162— 7
Schowel	18	2,918	162— 2
Bonnesteel	9	1,456	161— 7
Kohler	5	801	160— 1
Labatt	12	1,922	160— 2
Diels	6	950	160
Price	22	3,518	159—20
Peterson	33	5,265	159—18
Halstrom	21	3,341	159— 2
Ferguson	31	4,932	159— 3
Hillie	33	5,249	159— 2
Nelson	15	2,380	158—10
Cowan	22	3,477	158— 1
Armatage	15	2,364	157— 9
Hench	23	3,613	152— 2
Oman	11	1,714	155— 9
Armstrong	21	3,273	155—18
French	16	2,487	155— 7
Crocket	12	1,861	155— 1
Ecklund	8	4,319	154— 7
Wickland	4	615	153— 3
Ervin	9	1,383	153— 6
Beardmore	18	2,765	153—11
Magnuson	6	921	153— 3
Rustad	3	460	153— 1
Burton	18	2,721	151— 3
Conway	9	1,361	151— 2
Purdy	10	1,509	150— 9
Pattle	15	3,260	150—10
Raine	9	1,341	149
Doherty	3	437	145— 2
Adams	9	1,306	145— 1

The Chris and Billiter teams in the City Bowling league easily won their matches against the K. C. and St. Anthony quintets last night. Each of the winners made a clean sweep.

CHRIS.

	First.	Second.	Third.
Newcomb	152	159	211
Kohler	159	152	154
Hoeffler	202	182	157
Franson	192	197	151
Phillips	187	166	173
Totals	892	853	826

K. C.

	First.	Second.	Third.
Hatfield	205	174	171
Rawley	169	154	182
Baird	179	156	158
Raine	133	168	169
Johnson	154	182	140
Totals	840	834	820

BILLITER.

	First.	Second.	Third.
Hamlin	183	175	156
Dayton	169	172	233
French	129	...	...
Schowell	...	213	167
Tenvoorde	144	190	154
Hoag	191	193	142
Totals	807	943	822

ST. ANTHONY.

	First.	Second.	Third.
Cowan	143	131	130
Armatage	186	126	...
Phyle	...	...	193
Armstrong	168	155	160
Ecklund	123	...	...
Keeley	...	171	162
Price	170	157	139
Totals	790	740	784

CITY STANDINGS.

	Played.	Won.	Lost.	Pct.
Nicollet	36	32	4	.889
Billiter	36	21	15	.583
Chris	36	21	15	.583
Tweatieth Avenue	36	21	15	.583
St. Anthony	36	16	20	.444
Rises	36	15	21	.417
K. C.	36	10	26	.278
Baldwin	36	8	28	.222

CURLING

McLeod's rink defeated W. W. Lorimer's quartet in a practice match at the Flour City Curling club rinks last night, by a score of 17 to 4. Twelve heads were played, and McLeod's men had the match won from the start. The score follows:

Thompson, Miller, Labatt, McLeod (skip), 17. Lake, Colquohoun, C. Lorimer, W. W. Lorimer (skip), 4.

Oil Cure for Cancer.

No need of the knife or burning plaster, no need of pain or disfigurement, the combination oil cure for cancers is soothing and balmy, safe and sure. Write for free book to the home office, Dr. D. M. Bye Co., Drawer 505, Dept. 12, Indianapolis, Ind.

Omaha Calendars for 1904.

The popular business calendar issued every year by the Omaha road is now ready for distribution. For copies of this calendar call at City Ticket Office, 600 Nicollet av, or it will be mailed to any address in the United States or Canada upon receipt of 10 cents to cover postage and wrapping, by T. W. Teasdale, General Passenger Agent, St. Paul, Minn.

Gives a Bright Clear Complexion

Regulates the stomach and digestive organs.

Rea Bros.' Cascarin

It is good for all stomach sickness. It is the best remedy in the world for constipation and cures permanently. It is good for the liver, the kidneys and bowels. It is pleasant to take. Children like it and it does them good. At druggists, price 50 cents.

DON'T WANT McCARTHY

COACH CURTIS OF WISCONSIN OBJECTS TO RE-ENGAGEMENT OF HIS OLD ASSISTANT.

Young Arthur H. Curtis, head coach of the University of Wisconsin football team, has indicated to the athletic authorities that he will not have Charles McCarthy, the former Brown university football star, as assistant coach at Madison again next fall. This setles the question unless the faculty committee, which is favorably disposed toward McCarthy, insists upon re-electing the eastern man.

Captain Abbott, who was a candidate for the assistant job, is now in favor of Mr. McCarthy. More university politics have been practiced in this matter than ever before in the matter of electing athletic instructors.

Curtis was out of harmony with the assistant last season and it is whispered, blames the suggestion of the eastern man for many of the disasters of the season.

Mike Murphy, the trainer of the Yale football and track team, has come out in a statement which has set many Yale men a-thinking in regard to football. Murphy says that he does not believe that a boy should be allowed to participate in interscholastic football until he is over 16 years of age.

Murphy gives as his reason his observation that early football is very likely to result in strains, from which a boy does not recover easily or quickly. Murphy says that the joints, and especially the knees, have to bear the brunt of football. He claims that in his long experience the men who receive the injuries are most often boys who begin to play football too young and injure their joints.

"Walter Eckersall has been a much abused man."

These were the words of Coach Yost of Michigan as he mused out loud over the happenings of the past football season. Coach Yost was in Chicago with the Michigan glee club, and he had been asked if he thought the criticisms of Eckersall's work in the Chicago-Michigan game were just.

"Eckersall played a better game than any man on the Chicago team by far," continued the Michigan coach. "Last year we made Chicago's man on fullback defense look like a novice. This year we made Eckersall, playing fullback defense, look like a great football player."

"Do you think Eckersall ran the Chicago team poorly?"

"No. You can't run a broken-down wagon any other way than poorly, can you? Lee Maxwell did no better when he went in. Chicago made one long gain after Maxwell took charge, but that was made possible because Graver thought they were going to kick, and went back. The Chicago team did not play any better in the second half than in the first. Its work seemed more effective because our men were tired and had the game won anyway.

"There was nothing to choose between the three center men on the two teams. There was not the difference of an inch between the playing of any of them. Hill, Chicago's freshman, impressed me as being a man of first quality, and with experience he will make a great lineman without a doubt. He was up against the best man we had in the center of our line in Schulte, but he held him safe."

IN THE PRIZE RING

Jack Munroe, the Butte miner, who was matched last week to meet Tom Sharkey in the prize ring, passed thru St. Paul yesterday on his way home to Montana. Munroe said he was in no hurry to meet Jeffries, because he expected to become heavy-weight champion eventually, and he realized that he was not yet a match for the boiler-maker. He is confident of beating Sharkey, after which he will take on Ruhlin, and so gradually work his way up, gaining skill and experience all the time, until he thinks he has a good show to whip Jeffries.

Tours of Old Mexico.

Gates tours have become popular with all old travelers, and many who have visited Mexico with his parties before, will do so again. The first of these tours will start Jan. 20; the second Feb. 19, and as parties are limited to a certain number the first applicants for accommodations get the best. All principal points of interest in Mexico will be visited, and rate will include all traveling expenses.

For special booklet and other information write to T. W. Teasdale, General Passenger Agent, St. Paul, Minn.

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For its wonderful cures—Dr. King's New Discovery for Consumption, Coughs and Colds. It cures or no pay.

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A

Merry Christmas

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1904 Rambler, $750 to $1350.

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Blatz **WIENER** MILWAUKEE

"The beer with an honest backing—*quality*. Has no equal in *this* or any old country."
(Signed) THE PUBLIC.
America's Authority on Beer.

Always the Same Good Old Blatz.

MISCELLANEOUS SPORTS

George Spears, the well known billiard expert, who recently disposed of his interests in this city, is reported quite ill at Jackson, Mich., his old home. Mr. Spears is in the care of physicians in a Jackson hospital.

A cable from London states that it is understood in yachting circles there that Sir Thomas Lipton's letter to the New York Yacht club simply asks if it would accept a challenge under its new measurement rule.

It is said that Sir Thomas' reason for making the request is that he can get no designer who will agree to build under the old rules of the New York Yacht club with any assurance of success.

Englishmen think that if the New York Yacht club wants any more challenges for America's cup the least it can do is to agree to race under a rule in accordance with which it races all other boats and which was carefully considered by the club before adoption.

Regarding the report from Omaha that George Tebeau had arranged to have Omaha take the place of some club in the American association, President Havenor of the Milwaukee club said yesterday: "Tebeau might think of transferring his Kansas City club there, but even that would be opposed, as the directors would not stand for it. Toledo will not be dropped and there will be no change in the circuit whatever."

Bremo

5 cent cigars are liked by every one except the man who has some other kind he wants to sell you

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