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Change of Program Monday.
Change of Acts Thursdays

MATINEE DAILY AT 2:45 P. M.

MONSTER BILL
Week Beginning
MONDAY MATINEE, NOV. 7

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Jennings O'Brien, Mann & Franks—Introducing their Original Sketch, entitled, "Our Uncle."

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ITZ MOUNTAIN A BLOODY HILL

A Hard Point to Capture and a Costly One for Russians to Hold.

THEIR MINES KILL HUNDREDS

Japanese Can Not Reach Fortress in Face of Deadly Machine Guns—Tenacity of Desperate Soldiers.

Chefoo, Nov. 10.—Its mountain, according to Chinese, 120 of whom arrived here today from Port Arthur, is proving a costly obstacle to the Japanese. On the mornings of November 5 and 6 fierce assaults on the position were made by the Japanese who were repulsed. During the second assault a shell, soaring over the other hills from Palkchung dropped on Its mountain and demolished a land mine controlling the station and exploded other mines.

The Russians were holding the trenches on the boundary of the mined sections. Six or seven hundred were killed. The Japanese, having not reached the place, were unhurt.

Its mountain owes the best part of its strength to the peculiar topography of the surrounding country which prevents a direct artillery fire and does not enable the Japanese to advance trenches with the success evident elsewhere.

The Japanese advanced on it in both instances from behind distant hills with the fullest force the ground would allow but in the long distance which they were compelled to traverse in the face of machine guns their ranks were melted. Both times the Japanese broke the wire entanglements in places. One soldier with a leg torn off was seen trying to bite the wires.

Arranging for Loan to Japan.
London, Nov. 10.—The prospectus of the new Japanese loan of \$50,000,000 will be issued tomorrow. Half of the amount will be offered in New York

TIRED WOMEN.

Women who are easily fatigued, tired nervous or sleepless will derive great benefit from a few doses of Hostetter's Stomach Bitters. It is a mild tonic for their various organs and strengthens and stimulates them in the performance of their duties. Women everywhere who have tried it freely endorse it. We urge all women to try a bottle. It also cures Indigestion, Dyspepsia, Poor Appetite, Cramps and Sick Headache.

HOSTETTER'S STOMACH BITTERS.

and half in London. The price is 90¢ with interest at 6 per cent. The loan will be secured by a second charge on Japanese customs. Dealings in the loan have already commenced at 1/4 premium.

TELLS OF DISCOVERY.

Alaskan Indian Saw Ill-Fated Steamer Go to the Bottom.

Valdes, Nov. 10.—Though nearly a year has elapsed, the exact time, place and manner of the loss of the ill-fated Alaska steamer Discovery is just now known. This interesting information comes from Chief John, of the Littuya bay tribe of Indians. Chief John was perhaps the last person living to see the Discovery afloat.

The old Indian stated that the vessel was foundering when he saw her November 2, the day after she left Yakutat. Apparently her officers were trying to put into Littuya bay, but seemingly they had no control over the vessel. An awful storm raged at the time. The Discovery, seemingly waterlogged, pitched and rolled. She would plunge down bow first and almost sink from view, then rise and go down astern. For nearly an hour Chief John saw her laboring, when she disappeared altogether while rounding the point on the southern side of Littuya bay.

At the time the wind was blowing a living gale. Heavy seas were running and so angrily that no small craft, had any been there, would have dared to venture out.

Chief John says that there can be no doubt that the Discovery went down while rounding the southern part of Littuya bay and that every person on board of her must have perished. The old native is regarded as truthful and trustworthy not only by the people of his tribe, but the whites as well.

The Discovery sailed October 15, 1903, from Nome for Seattle. She had upwards of thirty passengers on board when she left Nome, but many of them left the vessel at Sand Point, Kodiak and Valdes. Yakutat was the last port made by the Discovery.

AN ICE JAM AT DAWSON.

Rising Water Starts Upheaval and City's Fire Engines Swept Away.

Dawson, Nov. 10.—Ice jammed in front of Dawson Sunday morning and remained closed until early this morning. The river rising gradually caused an upheaval of the ice, sweeping all but one of the fire engines in the Dawson fire department, the steamer Lightning, various scows and 200 cords of wood on the waterfront down the river.

Engine No. 2, located in a covered scow on the shore of the river, broke the cables like strings. The scow was carried down stream a quarter of a mile and is now in the middle of the river nearly opposite the city. Engine No. 1, more centrally situated in front of the town, had the hardest shaking up, but finally was made fast a few blocks below. Engine No. 3, on a scow, was carried nearly to the northern limits of the city. The steamer Lightning was carried about a mile below the city and is now jammed near the bluff of Moosehide Hill.

Dawson's winter wood supply was piled on the beach when the water rose, and much was lost. The Salvation Army's gasoline sawmill was partly submerged.

When the ice finally stopped rising it left Dawson with only one engine available in case of fire.

CREW DRUNK AND MUTINIED.

U. S. Marshals Captured the Ship and Jugged the Mate.

Chicago, Nov. 10.—Captain Thomas H. Meyers having declared that his crew was mutinous and that he had no control over the men, Deputy United States Marshals have visited the ship S. A. Wood to serve a writ for an unpaid towing bill. On rowing to the boat just outside the government breakwater, they say they found a drunken crew which resented interference and that the mate threatened to stab Marshal Currie and throw him overboard. The officials returned for reinforcements, seized the ship, placed a custodian in charge and arrested the mate, George Smith.

TRADERS IN DISTRESS.

Said to be Without Food as Result of Mineola Wreck.

San Francisco, Nov. 10.—There is a report current in the city that the fur traders in the stations along the Okhotsk sea must be nearly starving to death, as the ill-fated steamer Mineola failed to reach those stations.

According to the story, the vessel had visited some three stations and was on her way to the Okhotsk sea when she was wrecked.

For years this port has been supplying the men at these stations with food, and if by any chance provisions fail to reach them they have no way to get food.

It is said by those who know the conditions in those lonely places that the wretched fur traders are absolutely dependant on the outer world for the necessities of life, as they have no means by which they can kill game, if by chance there is any game to kill.

It is thought that for this reason there will be sent another vessel to those waters, which will be laden with provisions for the unhappy fur traders.

A San Francisco firm has had this business for many years and has been chartering vessels for this trade.

This trade has, however, increased so largely that it is contemplated to have a regular line of steamers to trade with those far northern Asiatic seas.

The crew of the Mineola is expected here soon on the steamship Manchuria.

FRENCHMEN TO BANK FOR CHINA

Ready to Supply Funds to Handle Government Banking Business.

Shanghai, Nov. 10.—The attempts of the Chinese government to supply an imperial bank for China having failed, owing to the distrust prevalent among the natives in regard to entering into anything which savors of government control, French officials and merchants are negotiating with the Chinese central authorities with the object in view of advancing the funds necessary for the purpose.

M. Chacealon, a retired Shanghai merchant, is representing the Banque de Paris in the enterprise, and it is estimated that he has spent 50,000 taels in presents to officials to secure his object. The promoters offer to start a bank with 10,000,000 taels with the proviso that the manager and the chief accountant shall be French. If they are successful in inaugurating this banking enterprise, its influence on the trade of other countries will be considerable, the full extent of which may be estimated when it is understood that all moneys of the board of revenue must be lodged in the projected bank of China.

RUSSIAN ROADS BLOCKED.

Unable to Handle the Grain—Too Much War Material.

New York, Nov. 10.—Reports from Russian correspondents are to the effect, says a Times dispatch from London, that there have been extraordinary accumulations of grain on the railroads in Russia. The block is estimated at 91,186 vans and trucks, containing about 1,000,000 tons of grain. The grain blocks are bound to assume even greater proportions during the next few weeks and it is doubtful whether the last of the sliding will be cleared without the assistance of the waterways at the opening of next year's navigation.

TWENTY SEVEN SAILORS LOST.

Crews of the German Bark Thalia and the Neptune.

Hamburg, Nov. 10.—The crew of the German bark Thalia, bound from Iquique for Hamburg, all of the members of which were lost through the foundering of the vessel during a storm in the North sea, numbered 20. There were seven men in the crew of the 140 ton schooner Neptune, the loss of which was reported at the same time as that of the Thalia.

Artist Moran's Widow Dead.

New York, Nov. 10.—Mrs. Annette Moran, widow of the late Edward Moran, a distinguished marine painter, is dead at her home here from pneumonia. She was about 80 years old. Mrs. Moran was an artist of some ability, two of her paintings being well known.

A Runaway Bicycle.

Terminated with an ugly cut on the leg of J. B. Orner, Franklin Grove, Ill. It developed a stubborn ulcer, unyielding to doctors and remedies for four years. Then Bucklen's Arnica Salve cured. It's just as good for Burns, Scalds, Skin Eruptions and Piles. 25c, at Chas. Rogers' Drug Store.

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