

Telephones 615-694.

Bee, October 4, 1901.



# Underwear for Everybody

Can only quote you a few of the many worthy lines. Here's an offering or two: The celebrated "Phyllis" Reform Underwear—ladies' pure wool full regular made union suits, buttoned down the front, silk crocheted finish, color pearl gray, \$3.50 per suit.

Ladies' Wool Union Suits, made buttoned down the front, color blue, good weight, \$1.75 per suit.

Ladies' fine Merino Union Suits, silk finish around neck and down front, color silver, \$1.50 per suit.

Ladies' fine ribbed Wool Vests and Drawers to match, color blue, \$1.00 garment.

Child's pure wool Union Suits, color natural gray, sizes 3 to 7, prices according to size, \$1.30 to \$1.50 per suit.

Child's Black Wool Tights, extra values, prices according to size, 50c to 80c per garment.

We Close Saturdays at 6 P. M.

## THOMPSON, BELDEN & Co.

Y. M. C. A. BUILDING, COR. 16TH AND DOUGLAS STS.

the better boat, but even having it must have a wee bit of luck to win. I am very grieved indeed, very grieved, and, 'I should have liked to have won one race.'

### Thanks Regatta Committee.

Hardly had Erin's anchors touched bottom when Corsair's launch came along, bearing the regatta committee. Sir Thomas met it at the gangway and said, 'Gentlemen, it was a fair heat. I want to say again that you have treated me with the utmost fairness and courtesy. You have met every wish of mine, and from my heart I thank you.'

Commodore Lewis Cass Letyard, chairman of the New York Yacht club regatta committee, replied:

'Sir Thomas, we have never had a truer sportsman to deal with. Many of Sir Thomas' guests on board Erin crowded about to express their sympathy at his defeat and assured him of the high place he had won in the hearts of all Americans. "When a man wins a heat he has won more than a cup," said Sir Thomas.'

There were tears in the Irish captain's eyes when he thanked them for their kind words. Said he: 'The words you have spoken touch me far more than my defeat today. I tried to win the cup and I have done my best, but better than all that, I have the good wishes of this country.'

When asked about Sir Thomas' plans for the future Sir Thomas said: 'It is too early to talk about any plans. About Shamrock I cannot decide yet; what I shall do and as to challenging again it is too soon to think about.'

### Comment of the Winners.

E. D. Morgan, manager of Columbia, said: 'I am very happy that we won and glad the strain is over. We certainly had to make a splendid fight for it. We had a splendid captain and a splendid crew.' Columbia's mainsail was uncut before it came to anchor and soon after dark it was towed to City Island. Before leaving Captain Barr said: 'We did the best we could and they did the best they could and we came out first, that's all.'

At the New York Yacht club tonight Chairman Kane and Secretary Oddie were closely questioned by members regarding the sensational finishes. Mr. Kane said he had great difficulty in timing the yachts, but was fortunate in sighting the mast in proper range. The range was from a small white flag on the committee flag and the mainmast of the Sandy Hook lightship. Chester Griswold of the regatta committee held the watch that timed the yachts.

### Just Before the Race.

It was fully half an hour before the preparatory gun when the committee boat Navigator hoisted the signal, "D. C. S." indicating that the course would be from mile to leeward and return. The wind at that time came from the north-northwest and was blowing all of twelve miles an hour. Both racers came out from the horseshoe in tow of their tugs and seemed slow in getting their sails set. Shamrock was first to hoist its mainsail and also first to get up its larger flag topsail. Columbia evidently waiting to test the strength of the wind, did not set its club topsail until 10:40. Captain Barr decided that the wind was not too strong for his No. 1.

### Barr Again the Winner.

The American boat was first to come about after the preparatory gun. At 10:55 Shamrock immediately followed and platted itself directly astern of the defender, at the same time breaking out its tremendous balloon jib and letting fall to starboard its spinnaker pole. It was Syracuse's game to cross last if possible. This he was able to do, but while it had the pride of the position, he found himself thirty seconds behind the handicap gun. Barr in the meantime had delayed breaking out his light sails and still held Columbia's sheets in flat. Thus he too, handicapped his boat in crossing, but not so much as his rival, for it is estimated that he was only fifteen seconds behind the handicap gun. The spinnakers on both boats were broken out on the line and hauled away on what proved to be the last race of the international series of 1901.

Both boats being handicapped, the official time of the start was posted on the bulletin board of the committee boat as follows: Shamrock, 11:02:00; Columbia, 11:02:00.

### Shamrock Gains Early.

Hardly had the boats gotten over the line before it was seen that Shamrock was gaining on Columbia. Slowly it crept up and in 11:17 was an even tamer. Half a minute later it showed its bowsprit ahead and from there on led Columbia to the outer mark. The run down the wind was unexceptional for Shamrock took the lead, except a few moments before the turn, when Columbia, catching first a fresh puff of wind, came up on the challenger's quarter. The boats were then very near the turning buoy, so that Shamrock took in its spinnaker and balloon jib and set, with a greater speed than had been yet shown by the British crew, its jib and mainsail. As soon as these sails filled the British boat buffed out under the bow of Columbia, took new life and romped ahead again. Columbia kept its spinnaker until within two minutes of the mark, hoping with this additional sail to pull up. But it was unable to do so and had to turn forty-nine seconds behind its rival.

### Official Time of Turning the Outer Mark was as follows: Shamrock, 12:45:46; Columbia, 12:46:35.

### First Round for the Irish.

Thus on the run straight down the wind the challenger had gained, according to official time, forty-nine seconds, but in reality it had done better than this, for to this forty-nine seconds are to be added fifteen seconds which Columbia led it over the starting line.

After rounding the mark Shamrock stood off for some minutes on the starboard tack. Just before 1 o'clock the committee came about and stood over on the starboard tack toward Shamrock. The two boats held along together on the same tack for some five or six minutes. Then Shamrock put about and at 1:05 crossed Columbia's bows and tacked well on the American bow's weather. Then exactly as was the case Wednesday and at almost the same time of day, 1:12, another dramatic event of the race occurred. In three minutes Columbia passed clean through the wind of the challenger, went on the port tack and easily crossed its bows. Shamrock at once tacked under the defender's lee and then developed a situation that could not be explained unless by change of wind.

While Columbia kept on pointing very high, Shamrock headed far off to leeward and for several minutes did not point anywhere near as high as Columbia, and rapidly fell off. The wind had now dropped materially and it soon became fluky as well, first one boat getting it in puffs and then the other. At times there was a great difference in their points of view, and heading well up, while Shamrock fell off and then again the reverse was true.

### Visitor Redeems Lost Ground.

At 1:30 the boats were standing along on the port tack, but apart. Columbia was well to windward, the distance being estimated by some of the yachting shrews at nearly a mile, but at the same time it was slightly astern. A series of short tacks was then begun by both racers and in the Shamrock showed evident gains, being aided by a friendly change of wind. For half an hour these short tacks continued and when at 2 o'clock the boats came together near enough to afford comparison, it was seen that the challenger had made up a large part if not all its loss. Columbia's bows had become more and more fluky and was blowing not over seven or eight knots. Instead of being a good test of sailing, the race now became a matter of luck in getting and good seamanship in meeting the varying puffs.

### At the same time it became a very close affair and there was intense excitement in the sight-seeing fleet.

A few minutes after 2 o'clock Barr put Columbia about on the starboard tack and headed for the Jersey shore. A minute later Shamrock followed and it was seen beyond possibility of doubt that the American boat was not only to windward, but slightly ahead. Again the two racers were on short reaches and again the challenger came about with gains to its credit, so at 2:20 it took the lead. The wind was now fast dropping, but the boats were within five miles of the finish line and had plenty of time in which to cross the limit unless the breeze fell to a flat calm.

### Anybody's Race.

It became anybody's race and the excitement increased. A few more short tacks and the British boat added to its lead by favoring puffs. Seamanship of the highest order was now required and in this respect it was hats off to doughty Charlie Barr. He nursed his craft along in the light airs in a wonderful manner and at every moment had a sharp eye out for any change of wind. Shortly after 2:30 both boats went on a long port tack, and when at 3:17 Shamrock put about to cross the line, it was evident that it still held a slight lead, for it forced the defender about. Having done this Shamrock again went about on the port tack with the evident hope of fetching the line, now about a mile away. Columbia kept on perceptibly gaining, but every soul in the fleet was wondering if it could pull up enough to cross the line ahead. The wind headed both boats a bit and it became apparent that neither could fetch by the lightsight.

### When Nerves Tingled.

At 3:30 Shamrock went about on the starboard and headed for the middle of the line. Columbia tucked under its lee, Barr's game being to cross the line on the walls of the challenger. On they came, the American boat gaining slightly. The crowd began to cheer, for it was a certainty that the gallant defender was well within its time allowance if it could not cross first. Shamrock was the first to luff over, but hardly was this perceptible before Barr did the same thing with Columbia and they went over only two seconds apart, but the two seconds were to the credit of Shamrock in actual time, though it was a beaten boat, according to the rules of the game.

### SAYS TO EXCHANGE CREWS

London Paper Carries That Shamrock and Columbia Should Make Further Test.

LONDON, Oct. 5.—There is a feeling of supreme disappointment in London over the failure of Shamrock II to win even a single race. Sir Thomas Barr, Sir Thomas Lipton, and the other yachting authorities are using his yacht to advance his business interests, now realize that his sportsmanlike efforts deserved a better result. When it was announced that Shamrock II was leading near home the news was received in silence by the crowds on the creek. There never was much betting on the outcome in this country, but the disappointment among the masses is sincere and great. The question is raised here whether the defeat of the challenger was due to the superiority of the American manning or the better constructive ability of the Americans. With a view of settling the question the Daily Express has called Commodore Morgan and Sir Thomas Lipton, suggesting that they should arrange a race with Columbia's crew on board Shamrock II and the crew of the challenger on board the defender.

### GLASGOW, Oct. 4.—Interest in the outcome of the contests between Shamrock II and Columbia did not diminish here in the Clyde district until the very last. Hope was still strong that the challenger might retrieve total defeat. When the result was announced the large crowds that awaited it outside the newspaper offices quickly and quietly dispersed.

Among the yachting fraternity the opinion is general that Shamrock was beaten on its merits, and that the American challenger for Columbia is expressed on all hands. It is likened to the Britannia, the prince of Wales' old cutter, in its all-round good sailing qualities and its good luck. That it was well handled and skippered by a Clyde captain is also a fact. It has been no great hope in the last few days in the challenger's chances and its backers could easily get 2 to 1 at least.

### The secretaries of the Clyde yacht clubs disclaim any knowledge regarding the report that a Scotch syndicate will challenge for the America's cup.

### ADMIT VICTORY ON MERIT

Londoners Warmly Eulogize Splendid Qualities Displayed by Columbia.

(Copyright, 1901, by Press Publishing Co.) LONDON, Oct. 4.—New York World Cablegram—Special Telegram.—The editor of the Morning Express called Sir Thomas Lipton and Mr. Morgan at the conclusion of the yacht race today, suggesting a further race between the yachts with the crews unchanged. Neither replied. The Morning Post, commenting on the results, suggests that Barr's better knowledge of the tides, currents and winds of the American coast may have affected the result.

### "What," it asked, "would happen if a British skipper and a British crew were kept in New York waters for a year and a new yacht on the latest and most approved lines were then sent over to them? Of course it would have to be tuned, but would not the crew, learned in every trick of the American coast, be better able to handle it when they got accustomed to it?"

All the Londoners admit that the challenger was beaten on its merits and warmly eulogize the splendid qualities displayed by Columbia.

### LEOPOLD REGRETS RESULT

King of Belgium Would Have Liked to See Lipton Win Our Cup.

(Copyright, 1901, by Press Publishing Co.) PARIS, Oct. 4.—New York World Cablegram—Special Telegram.—The King of Belgium, speaking today about the yacht race at New York for America's cup, said he had hoped that Lipton would win, because the American effort to recover the cup and the English effort to keep it would have opened a most intensely interesting chapter in the history of the farthest westward American victory would kill the interest in future struggles, Americans regarding victory as a matter of course and the English being discouraged by repeated failures and expense.

### SENDING MARINES TO PANAMA

Rush Orders to Get Transport Ready to Carry Them to Scene of Trouble.

VALLEJO, Cal., Oct. 4.—Orders have been received at Mare Island to rush the repairs on the transport Solace, as it must be ready for service by October 15. A force of shipfitters, joiners and machinists worked on last night and the men will work overtime continuously to get the vessel ready in time. It is stated that the vessel is needed to take a force of marines to Panama.

### UNION AFTER SCHOOL BOARD

Central Body Will Have Award of Cadet Uniform Contract Investigated.

### MAY BE BROUGHT BEFORE GRAND JURY

Report of Labor Day Committee Shows Surplus—Funds on Hand—Socialist Bill is Laid on Table Indefinitely.

### The Car Builders' union of Omaha sprung a session at a meeting of the Central Labor union last night by submitting a request that a committee from the central body be appointed to investigate the award of the contract for cadet uniforms by the Board of Education and if anything is found to warrant it to bring the matter before the grand jury of the county.

The matter was referred to the law committee with power to act.

### Labor Day Committee.

The report of the Labor day committee was presented. It showed that the total receipts, including \$262.20 from advertising by L. V. Gye from the Workers' Gazette, to have been \$767.53 and the total expenses \$749.42, which includes two items aggregating \$66.11, the payment of which is contested. At the request of the committee a special committee consisting of Fred Baumann, E. A. Willis and E. F. Kennedy was appointed to audit the accounts and the Labor day committee was discharged.

### On motion of the Waters' union a resolution was adopted censuring the mayor and city council of Tampa, Fla., for their action toward the striking cigarmakers of that city.

### Socialist Colony.

A bill introduced in the last session of congress calling for the organization of a socialist colony under the management of the secretary of agriculture upon government land, was reported back from the law committee without recommendation. It was tabled.

The sum of \$10 was contributed to the John P. McDonald testimonial fund. Mr. McDonald is a veteran editor of a New Jersey labor paper and this fund is being raised to provide for him in his old age.

### The Meat Cutters' union announced that on and after October 6 the members of that organization would refuse to work on Sunday.

The action of the union was endorsed by the central body. It is said that the employers have practically granted the request.

### C. J. GREENE BACK FROM EAST

Sees Much Evidence of Prosperity While in New England—Tells a Tom Reed Story Up-to-Date.

Charles J. Greene has returned from a trip to the east, which included visits at Saratoga, Boston, the White mountains, Rye Beach, New York City and Buffalo. Speaking of his trip, Mr. Greene said: "What impressed me the most on this trip was the evidence of the unprecedented prosperity of the country. The trains were filled with travelers, the sleeping cars sold long in advance and hotel accommodations had to be secured several days in advance. I remained at Boston longer than I intended, because I could not find any hotels at the coast which could accommodate me."

"I was at the Mount Pleasant house in the White mountains when President McKinley was shot. Naturally everything turned upon the result of that awful crime. I remained at the hotel until the universal popularity of Mr. McKinley with all classes. There has been a change in New England. You no longer hear any criticism of the insular policy of the government such as was heard before the late election. When it became known that Mr. McKinley must die, talk naturally turned upon his successor. The New England people looked upon Roosevelt with hope. They felt that he was a competent man, a little impulsive and given to the strenuous life, maybe, but one who by breeding and training was fitted for the position fate had assigned to him. The sentiment generally was that Mr. Roosevelt would make one of our best presidents."

"The day of McKinley's funeral was most impressive in New York. Unless one had experienced it they could hardly realize the sensation produced by an absolute suspension of all business and traffic for the few moments they were suspended in that great city. It was as the stillness of a New England village Sabbath."

"While in New York I met Loyal L. Smith. He is probably worth between \$7,000,000 and \$10,000,000 now and is looked upon as one of the clear-headed business men of New York. He is now investing his money in real estate. Speaking of the industrial situation, Mr. Smith said that the feeling in the east is that there is to be no marked decline in the price of securities. He pointed out the fact that among the railroads there are many stocks which have been withdrawn from the market and cannot be bought at any price. This causes a greater demand for those on the market and this demand will sustain the price."

"There is much discussion of the Schlegel-Samson controversy in the east, but there is little partisanship displayed. All seem to be willing to abide by the result of the inquiry. In regard to this controversy I heard a good story on Tom Reed, who is now practicing law in New York. When asked what he thought about it, he replied: "Well, I have taken little interest in the matter. It is a question of the management of a battle between two heroes—one of whom was not present, while the other was trying to get away."

### MEANING OF THE HOME

Lecture by Rabbi Simon at Temple Israel is a Tribute to the Nobility of Motherhood.

Rabbi Abram Simon delivered a lecture at the Jewish synagogue last night, his subject being "The Home." The rabbi traced the evolution of the home from the primitive stages, when it consisted of a retreat in a hollow rock or tree. He said: "A house alone is not a home. The very name of the home is derived from the characteristic of fire and hence a hearth. This is the primary meaning of a home, a hearth with a living fire and a woman tending it."

"The universal longing for home in all departments of life was then discussed, and the conclusion that man has this instinct was far stronger than in any other type. Home life can never be broken for a moment. It is ever existent, being a part of the man."

### HOME AGAIN FROM CAPE NOME

Charles R. Coon is Satisfied with Prospect—He Will Return in the Spring.

Charles R. Coon, who has been in and around Cape Nome in the last few months, has returned to Omaha and will remain until next spring, when he will go back to the gold fields.

Mr. Coon is favorably impressed with the Nome country and believes the outlook is better than ever before. "Nome," he said, "is a better prospect than any other type. The laws are obeyed and people are safe on the streets, either day or night. Nome has a population of 5,000 people; many good stores and business houses have been erected."

Mr. Coon reached Nome late in June and had little time to work, owing to the backwardness of the season, but is pleased with what he accomplished in the Blue Stone company's mine.

"All the Omaha people there are doing well," said Mr. Coon. "John Sheehan and Fred White have struck a good thing near Central City. While the country has been prospected right up to the Arctic ocean, many good claims have been abandoned and others equally as good have not been touched. Back of Nome for hundreds of miles there is a rich mineral belt and when it develops many of the big discoveries will be made. The rush into the gold country this year has been nothing like it was last year, though more than 6,000 people have gone in. Many are now leaving, though most of them will return in the spring."

In speaking of beach mining, Mr. Coon said: "Some people say this does not pay. That is not true. During the last season many have become rich working the sands along the shore of the ocean. I have seen as high as \$10 a pan taken out of the sand."

### FRANK MURPHY IS AT HOME

Returns from Eastern Trip, but Falls to Bring Definite News Concerning Consolidation Enterprise.

Frank Murphy returned from New York yesterday and brought back with him no information for the public on the subject of the consolidation of the electric lines of the city. Mr. Murphy said: "I know nothing that can be said for publication on the subject of the consolidation of the electric lines of the city. The newspapers had it that I was in New York for the purpose of advancing this matter, but this was a mistake. It was another business which took me to New York and I did not see any of the persons connected with the consolidation scheme while I was in New York. I have seen them, and had no objection to seeing them, but I was busy with other affairs that I had no time to make unnecessary calls."

### LOOK FOR POLLING PLACES

Owners of Vacant Rooms Do Not Like to Engage Them to Representatives of County Clerk.

Representatives of the county clerk are now out attempting to secure rooms for polling places in the various precincts of the city and county. So far they have located the places in all of the wards of Omaha except the Third and Fourth. No places have yet been secured in South Omaha and the country precincts. The agents are having considerable trouble in securing suitable rooms, as many of those used last year are now tenanted and owners of vacant rooms often refuse to rent them to the county at this time for fear of losing a permanent tenant between now and the day of the election.

### DEATH RECORD.

Mrs. Kate Igenritz.

TABLE ROCK, Neb., Oct. 4.—(Special.)—Word has been received here of the death of Mrs. Kate Igenritz, daughter of Mr. and Mrs. J. C. Wood, north of town, of consumption. She is the wife of Willford Igenritz of Aurora. Mr. Igenritz is a brakeman on the M. & M. She died at Merwin, Mo., at the home of an aunt, where she had been taken in the hope of benefiting her health by the change of climate. She leaves a husband and a daughter, 2 or 3 years of age. The body will be brought here for burial.

### Value of the Minerals.

WASHINGTON, Oct. 4.—A report issued by the United States geological survey shows that the total value of minerals of all kinds produced in this country in 1900 was \$1,070,168,889. The total value of the metallic products was \$524,418,027, the non-metallic \$545,750,862, and estimated value of mineral products unspecified \$1,000,000.

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### SOLDIER BUNCOED OF PAY

John Killian of Island Park, Iowa, Bites on the Padlock Game.

### BETS HE CAN OPEN THE CONTRIVANCE

Arrested for Gambling, He Promptly Puts Up Ninety Dollars Cash Bond in Fake Policeman's Hands.

John Killian, an honorably discharged Centennial Trench soldier in the Philippines, admitted to the Omaha police last night that he had fallen a victim to the padlock game, which is so old that it has whiskers. Killian was on his way home to Island Park, Ia., after three years of foreign service, during which he doubtless acquired a taste for the expedient, but it appears that bunco games were no part of it.

Time hung rather heavily on the former soldier's hands while waiting for his train to leave. When a walk was proposed by a young fellow who had scraped up a chance acquaintance with him, Killian accepted the invitation. The two walked along the Tenth street viaduct the chance acquaintance stried a padlock lying on the walk and picked it up. Then came the inevitable discussion as to whether or not it could be opened. A little farther down the street another fellow joined the pair, attracted by the argument.

The newcomer was positive the lock could not be opened without a key and offered a wager at odds of five to one that no member of the party could do it. Killian bit and put up \$5. At that moment a man stepped up, proclaimed himself an acquaintance of the padlock, and offered a proposition, so Killian put up \$50. When he returned to the place of arrest with his clear papers, his faith in human nature received a severe bump, for he realized then how cruelly he had been deceived.

The police are still looking for the three crooks.

Killian's companions waxed indignant at the arrest, but finally consented to accompany the police to the station. He did not like the idea of being arrested and said he had papers in his valise at the depot which would prove that he was of good character. The officer said he could be temporarily released to get them if he would put up a cash bond for his appearance in court. The latter refused the proposition, so Killian put up \$50. When he returned to the place of arrest with his clear papers, his faith in human nature received a severe bump, for he realized then how cruelly he had been deceived.

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