

GATES ARE OPEN.

The Pan-American Exposition Is Ready for Business.

Opening Day Ceremonies Were Postponed Until May 20, but the Show Is Open Now—First Ticket Issued Sold for \$5,000—The Government Exhibit.

Buffalo, N. Y., May 2.—The beautiful electrical display last night was a culminating event of the opening day of the Pan-American exposition. The attendance in the morning was small, owing to the threatening weather, which kept away many from nearby towns. Later in the day, when the sun broke through the clouds, the crowd began to assume the proportions of an exposition throng and last night thousands passed through the turnstiles.

The gates were opened without ceremony, the opening day ceremonies having been postponed until May 20, when they will be combined with dedication day exercises.

William Hamlin was permitted by agreement to purchase the first ticket, he having offered some time ago to pay \$5,000 for the privilege. At noon the paid admissions only aggregated about 1,000, the majority of the visitors being employes or others entering on passes. At noon the government buildings were thrown open and Chairman Brigham, of the government board, made a brief address. In this building the Smithsonian's exhibit, as well as those of the national museum, the interior department, navy department, treasury department, post office department, fish commission and Philippine exhibit were practically complete.

The naval exhibit includes models of all the types of warships now in the navy, among them the battleships Iowa and Texas, the cruiser Brooklyn, the ram Katahdin, the monitor Miantonomah, the training ship Annapolis and the ill-fated Maine. Much of interest was to be seen in the building devoted to manufactures and liberal arts. Exhibits in the agricultural building were also assuming shape. In the Midway Bostock's animals, the Indian congress, the Hawaiian village and other features were ready for business and attracted many visitors.

At 2 p. m. a salute of 45 aerial bombs was fired, and hundreds of flags were raised on the buildings.

At 8 o'clock in the morning a number of pigeons were released. Thirty-five went to Oil City, 25 to Cleveland and five each to Toledo and Pittsburgh. Attached to their legs was this message:

"To the People of All the Americas: This message of greeting, borne to you by carrier pigeons announces the opening of the Pan-American exposition and extends to every one an invitation to participate in the pleasure and benefits of this six months' festival.

"WILLIAM I. BUCHANAN,
Director General.

OVATIONS FOR CONGER.

Iowans Welcome Our Minister to China on His Return Home.

Des Moines, Ia., May 2.—The special train bearing United States Minister E. H. Conger and party arrived in Des Moines at 10 o'clock last night. An immense crowd of people was at the station to greet the distinguished Iowan. With his party he was quickly transferred from the train to a carriage amid the cheers of a multitude and, escorted by a drum corps of veterans, passed up Fourth street to his home, just outside of the business district. There were no ceremonies, the party having had such a busy day at Council Bluffs and across the state that they were glad of an opportunity to rest. The formal welcome will be held Friday afternoon at the Auditorium, followed by a brilliant reception at the state house in the evening.

On the trip across the state from Council Bluffs the train stopped at Avoca, where a thousand persons greeted Maj. Conger; at Atlantic, where 3,000 were at the station; at Stuart, where another thousand waited and at Dexter, Maj. Conger's old home, where the entire population turned out to affectionately greet him as "Gov." Conger.

GERMAN ENTERPRISE.

It Cuts a Wide Swath in Central and South American Trade.

Washington, May 2.—A report of timely interest concerning the remarkable growth of German commercial enterprises in South and Central America has been received at the state department from Vice Consul General Murphy, at Frankfurt, Germany.

Mr. Murphy enclosed extracts from articles recently published in a Berlin journal showing Germany's remarkable foothold in South and Central America. Among the statements made are that the German steamship lines occupy such a strong position in the South American trade that the North American commercial fleet is entirely unable to enter into competition with them. Five large German steamship companies are engaged in trade with South America and especially with Brazil.

Furthermore it is stated that in the southern portions of the continent there already are over 240,000 German colonists and the German commercial spirit has completely driven out the English in the central and southern provinces.

Says England Is Ready for War.

London, May 2.—At a banquet in his honor at Guilford last night Mr. Broderick, the secretary of state for war, challenged the opponents of his army scheme and declared that if Great Britain is to maintain her commercial and imperial position, she is quite ready to fight on the Nile, on the Yang-Tze, the Orange river or the Indus. Mr. Broderick further declared that his scheme had received the endorsement of the greatest living military authority and that as a government they would stand or fall in their determination to improve the army.

FIGHTERS VS. PREACHERS.

A Lively Argument at Fort Sheridan as to the Effects of Abolishing the Army Canteen System.

Chicago, May 1.—The committee of clergymen appointed by the Ministers' association of Chicago to investigate the effect of the abolishment of the army canteen at Fort Sheridan, paid a visit to the post yesterday and ran into a hornet's nest.

The reports of the people living near the post have been to the effect that the number of intoxicated soldiers in the vicinity of the post has increased since the abolishment of the canteen and the ministers went to the post to investigate for themselves. The members of the committee were:

Rev. Parkhurst, of the Anti-Saloon league; Rev. Thain, of Oak Park, representing the Congregationalists; Rev. Dexter, representing the Baptists; Rev. Hughes, representing the Christian churches. Besides these gentlemen ex-Chief of Police Bartram, of Evanston, and Rev. Wright, a Presbyterian preacher, were in the party.

Col. Van Horne greeted the visitors affably and ordered the call to be sounded, summoning the officers of the fort to the place. The following officers reported: Capt. Ely, Capt. Madden, Capt. Morrow, Maj. Thorpe, Lieut. Ross, Chaplain Vattman.

Dr. Parkhurst stated the causes that had brought the party to the fort. He said the committee represented a quarter of a million church people who were glad the canteen feature of the army had been done away with. Col. Van Horne took from his pocket a newspaper clipping, in which it was said that Dr. Parkhurst had accused army officers of receiving champagne and other liquors without any bills attached.

"First of all," said the colonel, "I mean to ask Dr. Parkhurst whether he made those charges against the army officers."

"I did not," replied Dr. Parkhurst. "Will you deny it over your signature in the paper that published it?"

"No," said Dr. Parkhurst. "I will not do that. I never write to the newspapers. I always get the worst of it."

"But it is due to you that you deny it, if you did not say it."

"I deny it here before you gentlemen," said Dr. Parkhurst, "but I will not go further."

Dr. Parkhurst then made a request that the report of court-martial cases be furnished the committee, in order to show whether the abolition of the canteen on February 2 had increased the amount of drunkenness. Col. Van Horne agreed to this, but on account of the time required to get the figures it was agreed that the report should be forwarded to the committee in Chicago.

"But you cannot use the report as a criterion," said Col. Van Horne, "for several hundred of the men now at Fort Sheridan are brand new soldiers who come from farms mostly, and who cannot be expected to know the rules of the army and obey them as well as the older men. Then, too, the majority of these men received little or no pay at the last pay day, consequently they could not buy much liquor. A large proportion of the men who violated the rules were not court-martialed, being offenders for the first time."

This point made by the colonel led to an argument on temperance and Capt. Ely made a statement regarding his experience with the canteen. Dr. Parkhurst dissented.

"Do you refuse to accept my word?" asked Capt. Ely.

"No," answered Dr. Parkhurst, "not so far as your own experience goes, but I do not believe you know all about it."

"Then you are the first man I ever saw," returned the captain, "who takes the word of a man on the street, unknown even by name, and refuses to accept the word of an officer in the army. When you say so you insult the officers of the army."

Dr. Parkhurst thought differently.

"I see," said Col. Van Horne, "that you are perfectly blind, Dr. Parkhurst, to anything we can say to you. You are unfair."

Capt. Morrow made an address favoring the canteen and Col. Van Horne said that 95 per cent. of army officers believed it to be the lesser of two evils.

A member of the committee said something about the W. C. T. U., and at this Col. Van Horne arose. "In my 40 years in the army," he said, "I never saw a W. C. T. U. woman come to an army post to make an investigation. They know nothing about it. In my opinion they would have their hands full if they took care of their drunken fathers, husbands and brothers."

After several hours of temperance argument the committee withdrew, having accomplished little.

Panic at a Dog Show.

Chicago, May 2.—A photographer brought a dog show to an abrupt close last night. He took a flashlight picture of the show, where 2,000 dogs are chained up, the aisles between the kennels being jammed with sightseers. Ten pounds of flashlight powder were used and the flash and fumes set every dog frantic with excitement. They made every kind of dog noise and many of them tugged wildly at their chains in the attempt to get at the crowd. This produced much excitement among the people and there was a rush for the doors. A number of women fainted, but no person was injured.

A Victory for Chicago Teachers.

Springfield, Ill., May 2.—Judge Thompson in the circuit court yesterday handed down his opinion in the suit for mandamus of the Chicago Teachers' Federation against the state board of equalization. The court awarded a writ of mandamus and holds that the members of the state board of equalization are public officers and as such it is their legal duty to assess the stocks of 20 or more Chicago corporations, including street railways, named in the petition. He also holds that the last board did not even make a pretense of assessing 13 of this number.

THE PRESIDENT'S TOUR.

He Begins His Journey from Washington to the Pacific Coast.

Bristol, Tenn., April 30.—The first day of the president's long tour to the Pacific coast lay through an historic section in Virginia, across the valleys of the Rapidan and James, in sight of the homes of Madison and Jefferson, up past the peaks of the picturesque Blue Ridge mountains. The Tennessee line was reached at 10:55 last night with the arrival of the train at Bristol. The route, as far as Lynchburg, was over the Southern railway. There the train was shifted to the tracks of the Norfolk & Western for a short cut to Bristol, where it resumed its flight over the Southern road.

The presidential party received a flattering ovation from the time the train left Washington. Large crowds assembled at every station and each crossroads had its little group of waving watchers straining their eyes to catch a glimpse of the chief magistrate as the train whisked by.

Memphis, Tenn., May 1.—The presidential train yesterday passed through the heart of Dixie and at 4:30 o'clock in the afternoon reached Memphis, on the banks of the Mississippi. This was the first resting place of the tour. After descending the mountains Monday night the train skimmed along through northern Alabama and the valley of the Tennessee river and touched at Corinth, Miss., where Gen. Grant wrought Forrest in his campaign to cut the Confederacy in two.

New Orleans, May 2.—The presidential party traveled across the cotton belt yesterday from Memphis almost to the Gulf of Mexico. Down the rich Yazoo valley, fertile as that of the Nile, it went to Vicksburg, thence east to Jackson, the capital of Mississippi and from there down into the old city near the mouth of the Mississippi. The outpourings of the people to see the presidential train along the route were larger, if anything, than on the two previous days and the demonstrations at Vicksburg and Jackson, the two principal stops, were very striking.

The visit to Vicksburg was in some respects the most interesting yet made. Here a triumphal arch of cotton bales with the word "Expansion" pointed out to the president, as he passed under it, the path of the new south. Although it had not been intended to make any stops after leaving Jackson, the train was halted at several of the smaller towns where cotton mills are located, to permit the president to see and speak to the operatives.

A STEAMSHIP COMBINE.

J. P. Morgan Takes Steps to Consolidate Two Great Lines of Ocean Steamers.

London, April 30.—The first step in the direction of the consolidation of some of the biggest trans-Atlantic shipping interests has been accomplished by the purchase by J. P. Morgan & Co. of the Leyland line of steamers. A deposit on the purchase money has been paid.

The purchase of the Leyland line is tantamount to its consolidation with the Atlantic transport line.

For the present the Leyland will retain its name and be under the same management, though changes in the directorate are likely to occur shortly.

The result of the projected consolidation will be a steamship company with the largest tonnage of any company in the world.

New York, April 30.—The local representatives of the trans-Atlantic shipping interests, generally speaking, decline to discuss the reported purchase by J. Pierpont Morgan & Co. of the Leyland line of steamers. It is pointed out that the purchase by J. P. Morgan and the men associated with him will enable the United States Steel Corporation to land its products in any ports where the Leyland line controls dock privileges at the lowest rates, since, in the event of a disposition on the part of any of the companies to charge higher rates than the steel corporation desired to pay, it would be comparatively easy to transfer ships to any of these lines and, if necessary, to purchase new ones.

FIVE MINERS KILLED.

Seven Others Were Injured—A Catastrophe in Indian Territory.

South McAlester, I. T., April 30.—An explosion of gas occurred Monday in the mine of the McAlester Coal Co. at Alderson, by which five men lost their lives, seven were injured, and another is reported missing. The killed:

Emanuel Taylor, colored.

Wiley Clark and brother, colored.

Andrew Escobal.

Dominic Wesoloty.

Joe Petrovitch is missing. It was not known at the time the reporters visited the mine whether he was killed, or had come out and gone home. Two others were temporarily overcome by fire damp, but recovered soon after being brought out.

When the explosion occurred about 125 men were at work in the mine. It is not definitely known how the gas ignited, but it is probable that some of the men fired a shot that the shot-firers had not fired. The shot-firers enter the mine in the evening after the miners leave and fire all the shots or blasts that the miners have prepared. Sometimes shots are not well prepared and the shot-firers refuse to fire them.

Penny Is Behind the Project.

New York, April 30.—The Mail and Express has the following: "The Mail and Express is authorized to state that the Pennsylvania railroad is behind the North River Bridge Co., which proposes to build a bridge across the Hudson between Twenty-third street and the New Jersey shore. Arrangements are being made with banking firms in this city to float the \$25,000,000 worth of bonds necessary for the construction of the bridge. Actual work upon the structure is expected to begin within the next 15 months."

ALI MOHAMMED MIRZA.

Hereditary Governor General of Azerbaijan and Heir Apparent to the Throne of Persia.

The founder of the present Kajar dynasty, Agha Mohammed Khan, died in the year 1797, and was succeeded by his nephew, Fath Ali Shah, during whose reign Persia came so often into conflict with her great northern neighbor, and finally, in February, 1828, concluded the treaty of Turkmanchah, which delimitates its present north-west frontier.

The Persian forces, during the wars of 1803-13, and the subsequent war of 1825-27, were commanded by Fath Ali Shah's eldest son, Abbas Mirza, styled



ALI MOHAMMED MIRZA.
(Valiabd of Persia and Governor General of Azerbaijan.)

Naib-es-Sultaneh, who was the first Kajar valiahd to be named governor general of the great northwestern province of Azerbaijan, of which Tabriz is the chief town. This great prince died a few months before his father, in the year 1834, and his son, Mohammed Shah, succeeded to the throne. It has ever since been an unwritten law that the valiahd (or heir-apparent) shall be governor general of Azerbaijan, and shall reside at Tabriz during the whole reign.

Such was the case with Muzaffer-Deen Shah, who succeeded to the throne after the assassination of his father, Nasr-ed-Deen Shah, on May 1, 1896, and arrived in Teheran in June of that year, after having been crowned at Tabriz, where the present valiahd, Ala Mohammed Mirza, remained as governor general.

The valiahd, says London Black and White, was born on July 24, 1872, and is therefore 28 years old. He enjoyed, with his two younger brothers, the advantage of European tuition, of which his enlightened father saw the importance. The prince has acquired a very fair knowledge of French, and is in every way an example of the modern progressive spirit of the last decade in Persia. His highness is anxious to visit Europe, and it is thought likely that the shah may not be adverse to undertaking a journey this year.

The valiahd takes after his father in many ways. He has the same kindly and courteous manner which endears him to all who have the privilege of coming into contact with him. At the same time he seems to have inherited from his grandfather, Nasr-ed-Deen Shah, the firmness of character and strong constitution which distinguished the shah who was so well known in Europe. He has at the same time inherited from both his ancestors that passion for sport and outdoor exercise which has for generations been the lament of the weakly and indolent courtiers who, at all times and in all weathers, have been obliged, at a moment's notice, to accompany their royal masters on fatiguing shooting expeditions in the rocky mountains which surround the capital.

MONSTER STRAW HAT.

Those Who Claim to Know All About It Say It Is the Largest One Ever Made.

Here is a picture of the largest hat in the world, so far as can be ascertained, and it was made by an ambitious hatter in a small Philippine town.



LARGEST HAT ON RECORD.
(Made by an Ambitious Hatter in a Small Philippine Town.)

tious hatter of a small place in the Philippines, who used 250 yards of "jumbo" straight straw plait an inch in width in the manufacture of this monster head covering.

As a means of comparison, what are said to be the smallest lady's sailor hat and the smallest man's straw hat held up for comparison with this giant, which measures 7½ feet across the brim and three feet around the crown.

Rare Excitement in Kansas.

There was a lively time in Ellenvood, Kan., when a mad bull dashed through the town. The men fled to halls and stairways, leaving the women on the streets exposed to peril. On the following day a jackrabbit scampered over the same course, and the male population bravely chased it for four miles, while the women fled in terror.

A 15 PER CENT. WAGE RAISE.

Window Glass Workers Will be Given a Big Advance in Pay.

Indianapolis, May 3.—As the result of a national conference of window glass interests held here Thursday it was decided to close down nearly all factories in the United States on May 11 and to give all employes an advance in wages of 15 per cent. The conference was attended by representatives of all the co-operative glass factories in the country. There were also present members of the wage workers' committee and President Chambers, of the American Window Glass Co., commonly called the trust. The result of the conference affects 2,750 glass blowers and 15,000 other employes, all of whose wages will be increased 15 per cent.

President Chambers, of the American Window Glass Co., arrived here in the afternoon and was closeted with President Burns, of L. A. 300. The object was to get the corporations to close down on May 11. The wage committee decided to demand from the manufacturers an advance over last year's scale of 15 per cent. The presidents of the two glass combinations were notified of the demand and said the advance would be allowed provided the co-operatives would agree to close their factories on May 11. When this proposition was announced to the representatives of the co-operative factories the majority agreed to close down on that date.

The action of the co-operatives, however, does not meet with general approval, and there are indications that some of them will refuse to abide by the action of the majority. One of them said:

"A majority has voted to close down, but I, for one, will not abide by the order. L. A. 300, the independent combination and the American Window Glass Co. have practically forced us to agree to close on May 11. I do not hold that this order will be binding on us. We cannot afford to close that early. The custom has been for our factories to close during July and August and we will do so this year, but my factory will not close on May 11."

THERE'S MILLIONS IN IT.

Chicago Capitalists Intend to Develop the Resources of Mexico.

Chicago, May 3.—The Tribune says: Chicago capitalists and millions of Chicago money are to develop the resources of Mexico until the southern republic becomes one of the factors in the world's trade.

Silver mines supplying two-thirds of the silver of the world; coal fields hundreds of miles in extent, great reaches of iron and other ore lands, thousands of acres of cotton seed and the great grazing lands dotted with cattle are to be made the objects of the impulse of Chicago money.

As a first step in this direction John J. Mitchell and Levi Z. Leiter have been elected to the directorate of the Mexican Central railroad.

Bonded warehouses, heretofore unknown in the republic, are to be erected at the City of Mexico and at Vera Cruz. Under present methods the Mexican importer is compelled to pay duty on his goods the moment they are landed. In the United States imports may be stored until they can most opportunely be released and disposed of. The concession under which these great warehouses will be erected grants the rights for 40 years. Into this enterprise alone it is estimated that from \$4,000,000 to \$5,000,000 of Chicago capital will be placed.

Plans have been formulated for developing the great Mexican iron field at Durango and the coal deposits at Coahuila. Railroad facilities are to be provided where they are now lacking, and a total of \$20,000,000 may represent the expenditures before the work is done.

THE M LAURIN FLOP.

W. J. Bryan Criticizes the Acts of a South Carolina Senator.

Lincoln, Neb., May 3.—In a statement made Thursday W. J. Bryan takes Senator McLaurin, of South Carolina, to task for what he declares is his political flop. At the same time Mr. Bryan admits that McLaurin's action marks the beginning of a movement in the south which will have an influence upon the politics of the nation. He says:

"It is not likely that Mr. McLaurin will be the leader of the movement, because he is handicapped by the fact that he is using his official position to misrepresent the views of his constituents, but some leader will arise to give direction and force to the aristocratic and plutocratic element for which Mr. McLaurin speaks. There is such an element in every community, and now that the race question no longer unites the white people of the southern states, it will doubtless manifest itself.

"Senator Tillman has already taken up the gage of battle thrown down by Senator McLaurin, and will doubtless be able to marshal a considerable majority in that state, but the same influences are at work in other states where there is greater danger of their success."

Mascagni Will Visit Us.

London, May 3.—A dispatch from Vienna says that Pietro Mascagni, the Italian composer, has signed a contract for a tour of the United States. He will start October 15 and take with him an orchestra of 80 members. His personal stipend will be £2,000 a week for eight weeks.

Five Arsenals to be Abolished.

Washington, May 3.—Secretary Root has issued an order abolishing the following arsenals: Kennebec, at Augusta, Me.; Fort Monroe, Virginia; Pittsburg, Indianapolis, Columbia, Tennessee. With increased transportation facilities a large number of arsenals are not needed.

Mrs. Sankey Dies.

New Castle, Pa., May 3.—Mrs. Mary Sankey, mother of Ira D. Sankey, the world-famed evangelist and singer, died at her home in this city Thursday. She was 90 years of age, being born July 17, 1811.

GIANTS AT WAR.

Loading Railway Magnates Engaged in a Struggle.

Vanderbilt and the Pennsylvania Railroad's Owners It Is Said Will Fight Gould and Harriman for Control of the Atchison, Topeka & Santa Fe.

New York, May 3.—Discussing the Union Pacific situation the Mail and Express has the following: "From the tremendous market movements in Union Pacific and Atchison stocks, big advances occurring in each yesterday, it becomes clear that a fight is going on between great money interests over the establishment of trans-continental systems. It now appears that this fight centers around the plans of George J. Gould and E. H. Harriman to establish a vast network of roads from the Atlantic to the Pacific ocean, and W. K. Vanderbilt and the Pennsylvania railroad people have made up their minds to frustrate them. With the Gould and Harriman people on one hand are said to be Kuhn, Loeb & Co., who are identified with the Union Pacific management, while Mr. Morgan is believed to have lent his influence to the Vanderbilt and Pennsylvania forces. The Rockefellers, who are identified with Gould in the southwestern deal, are said to have stood aloof from Union Pacific incident.

"Following the discovery that Messrs. Gould and Harriman wanted to control the Union Pacific, carrying with it the Southern Pacific, it became plain that the Missouri Pacific and Illinois Central might be substituted for the Chicago & North-western as the eastern connection of the Union Pacific, thereby greatly injuring the Vanderbilt position in the west.

"In order to protect the Northwestern and New York Central William K. Vanderbilt started to accumulate a large amount of Union Pacific, and Gould and Harriman, learning this, also bought enormous quantities of this stock.

"Meanwhile the Pennsylvania, having lost the Burlington to the Northern Pacific and Great Northern, also had to fix up its western fences. It bought large quantities of Atchison. This road gives a through line to San Francisco out of Chicago. Good authorities assert that the Pennsylvania began buying Atchison stock many months ago, but did not think it was necessary to get enough stock to exercise control, if need be, until the Gould and Burlington deals developed.

"Now, it is asserted, both the New York Central and Pennsylvania, which entered into a close alliance two years ago, never had such need to stand shoulder to shoulder as they have to-day. It is believed they are acting in close harmony in the matter of the control of Union Pacific and Atchison.

"If the enormous buying of Union Pacific has secured control of that property in the interest of the Northwestern and perhaps St. Paul, there is no necessity for controlling the Atchison; but if the Union Pacific has been lost to Gould and Harriman, the heavy accumulation of Atchison yesterday would indicate that that company is needed as an outlet to the Pacific for both the Pennsylvania and Vanderbilt lines.

"There is another serious side to the fight. The Pennsylvania has been trying to prevent the entrance of the Gould lines into Pittsburg. A recent dispatch from that city stated that the Wheeling & Lake Erie would not be so extended, but that the Pennsylvania would allow Mr. Gould favorable trackage rights over the Baltimore & Ohio.

"It is officially stated to-day that this offer will not be accepted, but the Wheeling road will be extended into Pittsburg as rapidly as possible. This will directly benefit both the Wabash and the Missouri Pacific, giving them a large steel and iron tonnage. Mr. Carnegie, before selling out to the steel trust, made a contract to deliver a vast amount of his tonnage, aggregating more than 1,000,000 tons a year, to the Wheeling road. Mr. Carnegie was himself to build an independent line to tidewater, presumably at Baltimore.

"He is understood to have made an offer for the Western Maryland railroad. Now, it is asserted, Mr. Gould intends to carry out some such plan in order to prepare for any fight that he may have with the Pennsylvania and Vanderbilt people.

"Mr. Gould has further irritated William K. Vanderbilt by planning an extension of the Wheeling road to the vicinity of Cleveland. When the new link of the Wabash in northern Indiana and Ohio is built the Gould system will have a direct line from Cleveland to Chicago, paralleling the Lake Shore all the way.

"Mr. Gould's plans are furthered by the backing of Mr. Harriman and Stuyvesant Fish, who are the leading factors in the Illinois Central. The Illinois Central has a direct line from Chicago to Sioux City and Omaha, furnishing a connection with the Union Pacific at the latter point."

An Old Adage Is Disproved.

Chicago, May 3.—A dozen people were shocked and two seriously injured by lightning which struck the tower on the Ozark street building at Thirty-fourth street and Wabash avenue last night. Exactly eight years ago last night this building suffered from a similar accident.

Swept Over the Rapids.

Sault Ste. Marie, Mich., May 3.—A small boat containing two persons, presumably boys or young men, was swept over the rapids of the St. Mary's river yesterday. Neither boat or passengers have been seen since. One of the passengers was rowing hard against the current, but the boat was carried under the ledge and caught by a rush of water below it. It overturned when a few hundred feet below the bridge and the two attempted to retain hold of it. They were finally dragged from the overturned boat and disappeared.