

THIS COUPON
and ten cents will entitle you to one part of the
"AMERICAN STAGE."
TEN CENTS A WEEK.
VOLUME XIII. NO. 274.
LINCOLN, NEBRASKA, MONDAY EVENING, AUGUST 13, 1894.

WERE TWO OF THEM
Dan Sullivan Thinks One Man Couldn't Do It.

PROBING FOR THE FACTS.
The Rock Island Bridge Foreman Thinks a Guard Hall Would Not Have Stripped Mattress—Dan Sullivan Gives Some Points as an Expert.

This morning. By 10:30 this morning the last juror was in his place and Coroner Crim called the court to order. He proceeded to call the different bodies had been identified. Of the three which remained unidentified Saturday, J. R. Matthews was identified by a birthmark on his thigh and Peters by the amount of money near his person and a baggage check. The identification of the body of E. H. Zennecke is at present uncertain, although it is beyond question that the remaining corpse is his. G. J. Bishop of Topeka, Kas., general foreman of bridges on the Rock Island, was the first witness called. His testimony was in regard to the construction of the bridge. The bridge was constructed in January, 1892. The timbers in a bridge should last on an average seven or eight years. Had not examined this bridge since the accident. There is no guard rail that will support a train on the bridge if struck with a full force. The bridge is 150 feet long. There is no light to the speed at which a train may cross a bridge. There are no iron girders on the bridge. On a 1 per cent grade such as this in question, the expansion of rails could not pull up the spikes if the rails were expanded in hot weather things were loosened up an engine striking the rail might make the rail kick out.

LAST EDITION
HOLES IN HIS HIDE

That's What William Rose Got at Havelock.

That's What William Rose Got at Havelock. A mysterious shooting affray occurred early yesterday morning near Havelock which William E. Rose, who it is well known in Lincoln because of his recent fight with his wife, received something like twenty-five shot from a shotgun through his hide, most of them entering one leg but below the knee and one over the other. The cause of the shooting is as yet something of a mystery, but developments will probably show that Rose was at least suspected of having fired upon some one's corn. How says that he drove out at Havelock Saturday evening and turned his horse loose to graze over the prairie. He says he felt asleep under the wagon and did not wake again until along toward 3 o'clock a. m. He found that his horse had strayed over to the edge of a corn field and some distance away, and thither they went after him, but just as he got to the edge of the field seven or eight men were on out of the corn. Two of them had guns, one of the latter being carried by the man who fired upon him. They took him prisoner and led him over to Havelock. When they had arrived at that place Rose saw an opportunity to run and for reasons that do not appear quite clear he fled. They took him to the jail at Havelock and he was held there until he was taken to Lincoln where another member of the posse arrested and placed over twenty-five holes in his anatomy.

THE HOUSE RECEDES.
It Agrees to the Senate Bill, and Will Take Other Steps.

THE STATE ENCAMPMENT.
It Will Really Begin Tomorrow Morning at Burlington Beach.

The state encampment of the Nebraska National guards will be held at Burlington beach this week. Companies are expected to arrive this afternoon and tomorrow and go into camp on the level plain at the Burlington beach. There are all sorts of drills and a sham battle between land and naval forces at 10 o'clock Friday evening. Col. Bills and his adjutant arrived this afternoon and the work will at once begin of setting up the tents for the encampment. The state staff officers of the army will be established at the camp. The companies are expected to arrive as follows: Company G of Genesee, I of Bennett and A of Kearney, of the First regiment, K of Schuyler, F of Juniata and G of Nebraska City, all of the Second regiment, will arrive at 1:30 p. m. tomorrow over the Burlington. Company K, First regiment, of Central City, will arrive at 2 o'clock tomorrow over the Union Pacific. The 1st and 2nd Companies B of G. C. of North Platte and of Stromberg, all of the Second regiment, will arrive at 2:30 p. m. tomorrow. In addition there will be a company of company of cavalry from Milford and the artillery from Wynome, both of which are on their way overland.

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A Removal Sale!

On August 15th,

The FitzGerald Dry Goods Company

Will remove to their new location, 1023 and 1025 O Street, Newman block. Monday they commenced a Gigantic Removal Sale. A sale that overhauls anything ever attempted in Lincoln. A sale that means thousands of dollars' loss to us. A sale that means cheaper dress goods, cheaper linens, cheaper domestics, cheaper fancy goods, cheaper hosiery and underwear, cheaper cloaks than ever before. A sale that will advertise the FitzGerald Dry Goods company in every home in Nebraska. A sale that means the crowding into eight days of two month's business. A sale of summer, fall and winter goods—a sale of everything in the house at some price.

FARMER SXTON'S THEORY
He Thinks That Davis Turned the Rail from Its Course to Find the Train.

Farmer George Saxon has a theory of his own in relation to the part that the negro, who was the driver of the train, and who today related to a merchant in this city are true his theory is a substantial and very plausible one. He says that the wreck occurred Davis was at his place inquiring for work, that he had no work to give him and that in the opinion of their conversation Davis usually remarked that if he succeeded in getting the job he expected to get, he would be paid \$100 a month. "No good farmer," he said. The evidence of the wreck Saxon heard the night and at once started for the wreck and on the run, accompanied by his son. Then he arrived he noticed Davis around there. He didn't seem to be doing anything and he was given a sign to direct him to go down the track and dig the incoming train. He then started to dig and when he had dug they thought he had struck upon him and his remark in reference to the job he expected to get. Mr. Saxon says that he was not surprised with the conclusion, that the driver was the man that he later went home, pitched up his team, drove to the penitentiary and telephoned the officer to be sure and arrest the negro. This is what the driver says is that the driver removed the spikes and the rail, but that he did not at the time he did it. He says that he had a position that he would remove the spikes and then flag the train himself, so that he would be rewarded by the company. To a reporter for The Star, however, Mr. Saxon says that he had no doubt that he did not at the time he did it. He says that he had a position that he would remove the spikes and then flag the train himself, so that he would be rewarded by the company. To a reporter for The Star, however, Mr. Saxon says that he had no doubt that he did not at the time he did it. He says that he had a position that he would remove the spikes and then flag the train himself, so that he would be rewarded by the company.

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This afternoon. The count of intervention on the wreck was covered at 2:30 p. m. Mr. Crim showed the jury a brass which was picked up near the wreck made by a Mr. Lynch. He didn't believe it had a bearing on the case, but he was not by some expert.

John G. Sidel was the first witness called in the case of the penitentiary. He testified that the witness of the wreck, J. J. Brennan lives near. Don't know where at home. We might have written to see there. I think the man was very

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