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Our way of doing business is to treat every one fair and square and offer the very best in our store.

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A Full Line of Shoes...
Have just been placed in stock and will be sold at rock bottom prices. Please give us a call and be convinced.
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They all say that
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DISASTEROUS FIRE

Serious Blow to the Town of Colorado Springs.

FAMOUS HOTEL A TOTAL LOSS
Death of Thomas Bayard—Four New Monitors—Other News of Interest.

Colorado Springs, Colo., Oct. 7.—This city had a visitation of fire this afternoon which threatened for four hours to destroy the entire business district.

The wind was blowing at the rate of 45 miles an hour from the southwest when the fire started at the Denver & Rio Grande freight depot, at the foot of Chucharis street, at 2:10 p. m., and the flames spread with great rapidity. A strip four blocks long from north to south, and two blocks wide from east to west, has been burned over, but at this hour, the conflagration is believed to be under control. The flames are still leaping high over the burnt district, but the wind has died down, and there is no doubt that the fire engines, which have come from Denver and Pueblo in response to appeals for aid, will be able to confine the flames within the present limits.

The Antlers hotel, one of the largest in the West, three lumber yards and two blocks of business houses have been destroyed. In round number the loss is estimated at \$1,000,000, and insurance at one-half of that amount.

The fire started in a pile of rubbish underneath the platform of the Denver & Rio Grande freight depot. Within five minutes it had communicated to freight cars standing at the depot, and it spread so rapidly that it was impossible to move any of the cars. Half a car of powder consigned to G. S. Barnes & Sons exploded. The cans were thrown hundreds of feet, and the wonder is that nobody was injured.

Then came the terrible danger to the city. Great chunks of fire were scattered about, and in a few moments the Crissey & Fowler lumber yards, 500 feet away, were burning. The wind was sweeping a perfect hurricane. The flames rushed through the lumber yards and burned all the light frame buildings in the block. Then they leaped across the street and burned the El Paso Lumber Company's yards and the paint establishment of Sperry & Truckerman. A few minutes after, the Newton lumber yards caught.

For a time after this it looked as if the Antlers hotel might be saved, but the heat was too great, and there was not water enough to send a stream half up the building. At four o'clock it was burning on the south end, and the famous hotel was doomed.

The colored employees of the hostelry showed great intrepidity in climbing out of the upper windows in the face of an infernal heat and pouring water upon the fire through a small hose. They left their posts only after they became positively untenable. Down below, the firemen were also directing streams upon the buildings, but the water pressure had become so reduced that the streams were of little effect. The contour of the buildings, the upper stories of which were of wood, served to make a succession of smokestacks along the sides, and it was but a few moments until the flames were leaping from nearly every window. The building had stood for a long time against the tremendous heat. The flames rose higher and higher and soon the outlines of the stone were seen with the woodwork burning away with them. Here and there little blue flames shot up where the copper cornices caught fire.

It took about two hours for the hotel to burn, and it made a tremendously hot fire. The walls began to fall after the building had been burning perhaps an hour, and they went down with an awful roar. The smokestacks remained for a long time, and some are standing yet. The Antlers Annex was quickly in flames, and went up rapidly.

Two or three explosions were heard while the Antlers was burning, and these are supposed to have come from the boilers. All of the Antlers' people from the engineers to the bellboys, stayed at their posts until they could stay no longer. At 6 o'clock all that was left of the once beautiful Antlers was a mass of blazing debris. Thousands gazed upon it with sorrow and regret, as it was universally conceded to be the chief ornament of the town.

The Antlers was a beautiful six-story building, owned by the Colorado Springs Hotel Company, in which General Palmer was heavily interested. The lessee proper was E. Barnett. The building was insured for \$200,000, and the furniture, valued at \$157,500, was insured for \$81,500. The building and its contents are almost a total loss. The hotel will be rebuilt.

There were several guests in the hotel, including a number of invalids, but all were gotten out in safety and taken to

comfortable quarters. The Union Pacific, Denver & Gulf railroad's passenger depot, Huerfano street, was burned, but the other passenger stations were unharmed.

While the big fires were burning several small ones broke out throughout the city destroying several residences and throwing people into consternation.

THOMAS FRANCIS BAYARD DEAD.
The Distinguished Statesman and Diplomat Passes Away.

DEDHAM, Mass., Sept. 28.—Thomas Francis Bayard, the distinguished statesman and diplomat, died at Kalstein, the summer residence of his daughter, Mrs. Samuel D. Warren, in this city, on Wednesday after an illness of six weeks. He suffered little pain during his last days, his death being due to a general breaking down incident to age. Mr. Bayard was a member of an eminent family. Since long before the the Revolutionary War times the Bayards have been conspicuous in the country's history as patriots and statesmen, and many acquired national fame as jurists. Four members of the Bayard family have had senatorial honors bestowed them by the little State of Delaware—Thomas Francis Bayard; his father, James Asheton Bayard; his grandfather, of the same name, the negotiator of the treaty of Ghent; and his uncle, Richard Henry Bayard. He was born in Wilmington, Del., October 29, 1825, and at the age of twenty-three was admitted to the bar. In 1868 he was elected to succeed his father in the United States Senate, and was subsequently twice re-elected. It is noteworthy that on the day he was elected to the Senate for the full term, his father, who had resigned, was also re-elected a senator from Delaware to serve for the unexpired part of his original term. When the Democratic National Convention was held in 1889, his friends rallied in force to secure his nomination for the Presidency. On the first ballot he stood next to Hancock, who was nominated on the second. In the Democratic convention of 1884, at which Cleveland was nominated, Bayard became Cleveland's Secretary of State, and at the close of the administration returned to private life and to his legal profession. In 1893, when Cleveland came into office again, Bayard was sent to the court of St. James and served until 1897.

FOUR NEW MONITORS.
Wolf & Zwicker Bid on a Harbor-Defense Vessel.

WASHINGTON, Oct. 1.—Bids were opened at the navy department today for four harbor-defense vessels, of the monitor type, authorized by congress at an expenditure of \$1,250,000 for each monitor. Four per cent allowance was made in favor of the Pacific coast builders.

The monitors are to be built strictly in accordance with the department's designs. In type they have no duplicates in modern ship construction, and more than anything else resemble the little monitors which distinguished themselves in the Civil war, but are vastly superior in actual power. Their usefulness will be strictly limited to coast defense. Their speed will be 12 knots, about double that of the old vessels.

Their batteries will consist of two 12 inch breech-loading rifles, capable of piercing the sides of nine-tenths of the naval vessels of the world; four 4-inch rapid-fire guns like those that did such service in the destruction of Cervera's fleet.

The monitors will be 225 feet long, 50 feet broad, and will draw about 12½ feet of water.

Bids were submitted as follows:
Lewis Nixon, to be completed in 24 months... \$ 825,000
Newport News Co, in 27 months... 840,000
Bath iron works, in 27 months... 862,000
Union iron works, in 27 months... 872,000
Maryland Steel Co, in 26 months... 874,000
Wolf & Zwicker, in 27 months... 937,500
W. B. Fiephar Co, in 21 months... 927,000
Columbia iron works, in 27 months 1,015,000
John Dialogue, in 26 months... 1,171,600

From the face of the bids, the lowest bidders for the four vessels were Nixon, Newport News, Bath and Union iron works, who each bid for one monitor.

PUT OUT OF THE WAY.
Death of the Emperor of China is Confirmed.

LONDON, Oct. 2.—A special dispatch from Shanghai says:

The announcement of the death of the emperor is confirmed. The reports as to the means employed in his taking off differ. One story has it that he died of poison, and another that death was caused by strangulation, while a third states that he was subjected to freightful torture, a red-hot iron being thrust through his bowels.

Another dispatch from Shanghai says: Telegrams furnished by the talti, or local governor, to a Chinese paper allege that the emperor committed suicide September 21, after signing a decree which placed the dowager empress at the head of affairs in China. This, it is

added, is understood to mean that the emperor has also been announced semi-officially. All the English-speaking secretaries and the principal members of the Chinese foreign office, it is further announced have, been banished.

The British foreign office today received a dispatch from her majesty's minister at Peking saying Mr. Mortimer, a member of the British legislation, on returning home yesterday with a lady, was insulted and attacked by a mob, which stoned him and covered him with mud. Later in the day, the dispatch adds, some American missionaries were similarly attacked, as was the Chinese secretary of the United States legation. The latter's ribs were broken.

Sir Claude McDonald, the British minister at Peking, reports that there is a dangerous feeling abroad.

LOG RAFT HEARD FROM.
Almost Collides With the Passenger Steamer Santa Rosa.

SAN FRANCISCO, Oct. 1.—Over 200 people narrowly escaped death by the collision of the steamer Santa Rosa with one of the derelict log rafts now afloat in the Pacific.

The ship was bound from San Diego via Los Angeles and Santa Barbara, with 202 people on board. When off Pigeon point she almost ran at full speed into the raft, which lay low in the water. Her course was quickly changed, but the raft scraped her side and carried away the patent log as it passed her stern.

The raft, which has become such a menace to navigation, left Astoria September 19, in tow of the steamer Progress, but broke loose, and efforts to locate it have proved unsuccessful. The raft was afterward towed into port at Santa Cruz. It contains one million feet of lumber.

BIGGEST IN THE NAVY.
Battle-ship Illinois Launched at Newport News.

NEWPORT NEWS, Va., Oct. 1.—Amid the enthusiastic plaudits of nearly 40,000 intently interested people, the shrill salutation of steam whistles from many boats and tugs, and the strains of "The Star Spangled Banner," the first-class battleship Illinois slid into the water today. The launch was a brilliant success in every particular. The sponsor of the vessel, Miss Nancy Leiter, of Chicago, was accompanied by Governor Tanner, of Illinois, and his staff, in full uniform, and a crowd of prominent Chicagoans.

Notable among the vessels in the harbor was the United States dispatch-boat Dolphin, having on board Assistant Secretary of the Navy Allen and a party of Washingtonians.

The approach of the christening party was greeted with tremendous cheers, and as Miss Leiter and her attendants ascended the gaily decked platform, and while the workmen were engaged in knocking away the keel blocks, all eyes were upon the young lady of Chicago.

Suddenly the painted mass of steel quivered, then slowly began sliding toward the water. Just as the motion fairly began, Miss Leiter, who had been standing with the christening bottle poised in the air, let it swing sharply against the bow, simultaneously uttering the words: "Christen thee Illinois," and then amid deafening applause, the waving of banners and the din of steam whistles, the gaily decorated hull, with more than 100 persons aboard, glided gracefully into the James river and slowly floated out into the stream.

Advised from Japan says Rev. Freeman, Chaplain of the U. S. Steamship Baltimore jumped overboard and was drowned at Nagasaki. The remains will be brought to this country for burial.

The president will have no more troops mustered out at present as they may be needed before the situation is cleared up.

A. W. Lyman, one of the best known newspaper writers in the country, died at Brooklyn, N. Y., yesterday.

Wednesday October 5.
The Spaniards in San Juan are anxious to leave as they say the people are hostile to them.

General Garcia has been appointed by this government to look after the disbanding of the Cuban army at a salary of \$500 a month and all expenses.

Col. Roosevelt accepts the nomination for governor of New York, on the republican ticket. Chauncey M. Depew made the notification address.

The transport Senator arrived in San Francisco yesterday from Manila with about 30 soldiers, six of whom are very sick. She was 39 days on the way.

Thursday October 6.
For the first time in the history of America, the Stars and Strips were unfurled in the citadel of Quebec.
The largest tobacco warehouse in the world burned today at Clarksville, Tenn. The floor space covered over five acres and was estimated at \$400,000.