Where and How the Union Pacific Makes Its Gilded Flyers.

The Rise, Progress and Decline of Old No. 7-How a Lost Car was Found After Having Been Appropriated.

Down on the bottoms, at the foot of Cass street, enclosed by a high board fence, which is painted a dull, cheerless brown, there is a beehive of industry, the interior of which is but little known to the ordinary citizen who daily plods along the busy, bustling thoroughfares of the business portion of Omaha.

This is the shops of the Union Pacific railroad, and to reach them you must pass inspection at the outer gate, where you are turned over to John Wilson, assistant superintendent of motive power and machinery. After being ushered into his presence, if your business is of a legitimate nature, you are given a passport, which allows you to go from department to department, where you can see the workings of the ponderous and intricate machines which manufacture everything from the drivewheel of a locomotive to the smallest tack used in upholstering a car seat.

Probably in this great workshop, where hundreds of skilled mechanics toil, there is no place of more interest than the car shops, located in the extreme northwestern corner
of the grounds occupied by the shops.

Looking at them from the exterior these

buildings, which are painted the same dull color, present a cheerless and forbidding appearance. But when once inside the scene is changed and it is a pleasure to watch the rough lumber, as it passes from hand hand until, at last as a result of the labor of human hands, you observe a beautiful car, capable of carrying its load of human lives in

capable of carrying its load of human lives in perfect safety.

The working force of the car shops, 414 men, is divided into seven gaugs, over which A. M. Collett has general supervision, and that he understands his work there can be but little doubt, as he has been with the comtwenty-two years, and twenty years of that time he has occupied the important position of general foreman. Each gang of men is in charge of a foreman,

J. M. Rice having control of the carpenters;
J. Stout, the painters; J. W. McCune, the woodworkers; G. E. Stratman, the upwoodworkers; G. E. Stratman, the up-holsterers; R. Anderson, the repairers; George Andreen, the silver-platers, and Jacob Neff the truck and airbrake men. The buildings in which these men work

covers a space of 170x400 feet and are two In building a car, J. W. McCune goes to the lumber yard, selects his timbers for the frame work and has them taken into the shops, where his men work them down to the proper dimensions, square them up and then turn them over to the carpenters who are under the directions of J. M. Rice. These men have a more difficult task to per-

form, for they build the car, framing and putting it together.

As soon as this is done, everything is turned over to the painters, who are under J. Stout and in a few days, if it be a freight r, it has taken on own color, its white letters tich comprise the words, "Union Pacifi", familiar from the Atlantic to the Pacific

While all this is going on, if it be a paswhile an this is going on, if it be a pas-senger coach that is being constructed, Jacob Neff and his men are busily engaged in get-ling the trucks and air brakes in place, and Andreen's men are doing the silverplating to be followed up by Strattman's force of up

This is not accomplished in a day, nor is it in a week. To build a coach requires from three to four months, but when one is built, it is so perfect that it is sent out on the road without having to be tested, though in other shops cars are frequently tested for weeks be-lore being put into fast trains.

Until a few years ago most of the freight cars and a large number of the passenger coaches, together with the mail, baggage and express cars, were built in these shops; but since the system has constructed its new lines the business has become so enormous that most of the cars have been built on contract in the cast, and the work of the shops here has been cutirely in the nature of repairs and rebuilding the coaches which have grown old in the service or been damaged in wrecks. Of these, during the past three years, from 350 to 400 passenger coaches have passed through the shops monthly. Many of them that come out of wrecks are practically rebuilt, and en they again leave the shops they are vir-In out of wrecks tually new cars.

A passenger car as regards style is like a lady's bonnet. It will not wear out but the style will change to such an extent that it will be useless in the passenger traffic and must be put to some other use. The history of ald No. 7 heat illustrates this of old No. 7 best illustrates this.

In 1867 the Omaha shop turned out No. 7, its first passenger coach. In those days the coaches were painted a bright yellow, and this coach, with its gaudy exterior, its elegant interior and its low "deck" was the envy of all eyes. It carried George Francis Train to the coast, and when the officials came on from the cast it was always at their came on from the east it was always at their service. At last, however, the "high-decks" became fashionable and No. 7 was put on as a smoker and for a time performed its duty in this capacity.

The next thing complaints commenced to

come in and there was a crying demand for a better car. Then it was run second class for a time, and even second class passengers kicked for better accommodations. The next move was to take the car into the shops, give it a thorough overhauling and send it up into the mountains to run on some of the new branches, where its style was satisfactory to the old miners until people from the effete east set-tled in that locality and objected to its pass-ing through the towns. The old relic was then put into the emigrant service, where for few years it was considered good Once more, however, there was a kick, and even the people from the other side of the ocean refused to to ride in the old pioneer, and it was accordingly turned over to the working crews, where it is now being used.

The history of this car is the history of all other cars, and thus it is readily seen that a coach goes out of style long before it wears

Freight cars go through about the same experience. Seven years ago standard cars had a capacity of ten tons. Now they are considered useless and the car with a carrying capacity of 500,000 pounds is the standard. Baggage and express cars go on forever, the style never changing and many of the cars that went out on the first overland trains are in use today, though they have been repaired and repainted times without number. It is not generally supposed that a car can be lost, so perfect is the system of tracing, but such is the case. Twelve years are a passenger Is the case. Twelve years ago a passenger car was turned out of the shop and in one of the boards on the side there was a knot that when dressed down represented to some ex-tent a human face. This car was sent out in tent a human face. This car was sent out in an overland train and in some manner, in switching in Salt Lake City, was left out of the train. A hunt was at once instituted, but it could not be found. Tracers were sent over the entire system, but the car failed to show up and in the company's office it was charged up as lost, it having been supposed that it was caught in a wreck and burned. Five years later, as Mr. Collett was walking down the yards, his eyes caught a peculiar figure on a car that belonged to an eastern road and calling several of his old-time men about him, they at once decided that it was the car that had been lost for so many years. It was at once been lost for so many years. It was at once confiscated and upon the eastern road being notified, no demand was made for the return

The pattern room of the shops is a most interesting department. It is situated on the second floor of the building the farthest east and in it, in miniature, is every portion of every style of car that has been built in Omaha since the shops were established. In the rear of this, o.c. finds the silver plating department, where George Andreeu and his trusty assistants labor.

To be a skillful plater, requires a man to know something of chemistry, as chemicals in certain proportions must be used in the electro-baths, which consist of huge tubs filled with solutions. If silver plating is to be used a sheet of pure silver one-sixteenth of an iach in thickness is suspended from a copper rod near the side of the tub, while from another rod of similar material the article to be rod of similar material the article to be plated is suspended. The electric current is then turned on and in a few hours the plate

DOWN AMONG THE COACHERS of silver has disappeared, but it has not gone out of existence. It has formed a coating over a window stop, a screw head or a thousand and one other things that go to beautify the interior of first class passenger

The work of gold plating is performed in the same manner, though not to so great an extent. After coming from the bath these articles have a dull appearance, but this soon disappears after they have passed through the hands of the burnishers, EVOLUTION OF THE LOG.

For a time after establishing the shops, the disposition of the shavings, of which huge disposition of the shavings, of which huge quantities daily accumulate, was a serious question. But by an ingenious contrivance, they are now readily disposed of. Over each planing machine an open-mouthed pipe has been placed. These pipes pass through the upper floors where they connect with a larger pipe, in which there is a huge fan. The engine which operates the machinery keeps this fan in motion. The suction draws the shavings into the pipe and carries them to the furnace in the rear of the buildings where the two great 350 horse power engines are located.

are located. Fatal accidents have been exceptionally few, and the death rate in the shops has been less per capita than in any other manubeen less per capita than in any other manu-facturing establishment in the city. The first man killed was Ole John-son, a Swede. This happened in 1868. He was working on the roof of the building occupied by the planing mill, and slipping, he fell through the glass roof to the floor below, a distance of thirty feet. His skull was crushed and he lived but two hours. The car shore have a five department that

The car shops have a fire department that is unequalled and is composed of twenty men under the command of Charles Fisher. The apparatus consists of a hose cart and the Durant steamer. The men are thoroughly drilled and can cover any point in the shops within three minutes from the time the alarm is turned in from the alarm system, which is independent of the up-town circuit.

Carpent rs' Officers and Delegate. At a meeting held at Gate City hall Tueslay evening the members of carpenters' union, No. 58, elected the following officers for the ensuing quarter: President, Charles Rienhart; treasurer, William B. Musser; orresponding secretary, William Meldon;

financial secretary, John Peterson.
In selecting a delegate to represent the union at their general convention of the car-penters and joiners, to be held at Chicago, August 4, William B. Musser was the unaniious choice The convention, which will be attended by

delegates from every carpenters' union in the United States and Canada, will be in session two weeks. During that time, in addldiscussing labor questions, decide upon a scale of that shall be maintained in all cities where unions are in existence T. V. Powderly, Ralph Beaumont and a number of other prominent labor advocates of the country will be in attendance to ex-press their views and give advice upon the

various subjects that may come before the The last gathering of the kind was held at Buffalo, N. Y., two years ago, and was at-tended by 1,200 delegates, this city at that time having been represented by Mr. Musser.

Reviving the Barbers Union. Several months ago the barbers union took up the Sunday-closing question, and by forcing it to an issue, went to pieces.

During the past few weeks, a number of the members who favored closing on Sunday have taken hold of the remnant of the old society and have been able to once more place it upon its feet. Within a few weeks, as a consequence, the fight will be fought over again, with some assurance that the men who favor the six day rule will come out winners. Before going into this last deal, they anbefore going into this list deal, they announced that they had consulted the various labor unions of the city and received pledges of support which will not be broken As before, the fight will be between the shop owners and the journeymen, the shop owners, or a large number of them favor a seven-day week, while, almost to a man, the jonsneynen will ask that six days shall constitute a

Recruiting Tailors. A movement is now on foot to fill up the

taijors' union and make it one of tae strongest labor organizations in the city.

Last season, with a full fledged strike on its hands, and the members who were out of work to support, the treasury was depleted and a disruption was threatened. Ltill. the old organization was kept up after a fashion. although no business was transacted. This season the men having had pienty to do, and eeling in good syirits and ut peace with all men, they have gon out into toe byways and hedges and gathered up the knights of the needges and gathered up the knights of the needle and thimble until now the organization has 300 members in the ranks, with more coming in at every meeting. They point with considerable prile to the work accomplished during the past six months, as they claim that at that nime there was only three or four union shops in the city, while now, with three exceptions, the shop owners will give naeference to union men. So far this season, work has been plenty and wages fair, with do prospects of any labor difficulty.

## Hod Carriers.

Two years ago the hod carriers boasted that, in there union, they had 100 members in good standing. The b ick layers' strike that followed, worked sad havoe in the ranks of the organization, and a few months ater, while their union was not broken up, its influence was so weakened that it was hardly reconized in the circles of united labor. This season the go-ahead members have in fused new life into the old organizati and have put it upon its feet, so that it has about gained what it lost. To do this has required a vast amount of work, but the prime movers not knowing such a word as fail. have not only themselves became enteusiastic, but have worked up this same feeling among the mem-bers, until now the organization holds its regular meetings and promises much before the end of the present season.

Clerks' Hours.

The central labor union committee has presented the petition for early closing to those who refused before and been favored with their names with the exception of A. D. Morse and Phil Lang, who refuse to sign it, and whose men claim to be satisfied with their present hours.

The union has taken action upon it, and it now rests between it and those firms for set-The clerks feel confident of success, claiming to be backed by the public, press, pulpit, labor unions, as also many leading business

## LABOR NOTES.

Employes of the Cincinnati Dessicating mpany won 15 cents a day advance. The Adams Express company is reducing wages from \$56 and \$60 a month to \$50. Local assembly 479, Knights of Labor, Hoston, Mass., met Sunday and voted \$43 to the Cambridge pork packers.

Tailors' union No. 11 will join the brooklyn Garmenteutters' locas osssembly No. 231. Knights of Labor. Brooklyn has the largest bakery-70,000 loaves a day. The ovens are under the street.

About 500 are employed.

The wages of the Knoxville engineers on switch engines have been increased from \$2.75 to \$3 per day. The road men now receive \$3,45.

Bilboa (Spain) miners won eight hours for from November to March, nine in March, September and October, and ten from April to August.

A new local assembly of steam railroad men has been organized at Whitehall, and will soon take its place among the large locals of railroad district 246.

District Assembly 246 has now 23,000 members and is still growing. Its jurisdiction reaches from New York to Chicago, and comprises the Vanderbilt system and all its eased lines. Fifty weavers in the Bethlehem silkmill

in Bethlehem, Pa., went on a strike last week against a 10 per cent, reduction in The weaving department of the mill is idle. At a meeting of District Assembly 168, Knights of Labor, in Laheaster, Pa., on Saturday, a new plan of organization was a dopted. The district assembly is composed of assemblies in fourteen countrea

The striking street-car men in Columbus, Ohio, have accepted the proposition of the Consolidated company and will return to work at a compromise scale—\$1.70 for conductors and \$1.00 for delivered. ductors and \$1.00 for drivers.

Some of the Things They Have Been Doing Recently.

A Place Where the Little Ones Are Tenderly Cared For-Rev. Witlard Scott on Doane Col-

lege-Other Matters.

THE CLARKSON CHILD'S HOSPITAL.

A smell of chloroform, a slip half-way through the open door, three doctors aproned with pure white cloth bending over the raised couch, just a glimpse of a naked arm lying still along the white sheet. This passing glance one may get perhaps as he enters the hallway on the first floor of the Clarkson

memorial hospital on Dodge street. The operating table stands covered with its white oilcloth and towels, a melancholy sight, in the middle of the operating room. Here at the side is the water table with Its array of tin basins and towels. An abundance of light comes through the north windows. The room is bare of furniture, an oilcloth mat and

To return to the hall one must pass through the apartment of Mrs. Moore, the matron. This is a more cheerful place, though occupied but a small part of the time by its owner, who continually busies herself elsewhere. The reputation this place enjoys is due largely to its mutron and attendants. who are all practical nurses and delightful

the doctors' high stools complete the outfit.

Directly across the hall is the parlor or waiting-room, furnished plainly with an abundance of easy chairs. On the wall hangs a half-length portrait of Bishop Clarkson. The center table is furnished with books and papers, and a large tray is filled with the roads of violters.

ards of visitors.
Up the stairs on the second floor are the six rooms given to older patients. Three are occupied. The cots stand with coverlets tucked in waiting for expected newcomers. Each room his its several chairs and dresser and little table. The iron cots with brass trimmings are made up entirely in white. Immaculate white linen is everywhere. The nurses, with white caps and aprons, coo ready for everything, soothe the tired pa-tients quite as much as the medicines they bring from the closet at the stairs' top. All through the building is an air of cool cleanliness and the disagreeable odor of drugs gives way to that pleasant one of abundant roses The patients on this floor are all doing well, as, with two exceptions, is the case throughout the hospital. The patients amuse themselves by reading or by visiting each other. Patients are introduced by the nurses other. Patients are introduced by the nurses or become acquainted among themselves and call upon each other to gossip. It is surprising how much they know of what is going on "indoors," as they are given no information by the nurses, who answer every inquiry about another's health with "He is better," whether he is so or not. They will tell you that Mrs. T. is to be operated upon when the nurses are the only ones supposed to know it. They pick it up from accidental remarks of the nurses and compare notes when together.

the nurses and compare notes when together.

The children are on the first and third floors, in little cots placed in rows along the room's side. Two young boys with hip disease are in the east room. They have high times when the doctor isn't doing anything worse than joking them. One little fellow witt curls had Tue Bee before him, not reading, but looking at the pictures in the advertisements. The boy with the weak spine firmly intends to be monkey for some organ grinder when he gets ont. Two little girls are in the west room. All are provided with toys and the kind nurses often read to them. On the first floor where, as he climbs the sill, one often catches a glimpse of a little body in a white gown, perhaps of a bare arm or leg as they throw doll clothes at each other, are two girls perhaps six years old and a baby boy. One girl was too sick to look up today, but the other sat by the window bath-

ing her sick doll. Frederick Frayer is two and a half years old and is afflicted with malignant cancer. Indeed, the matron, who unselfishly devotes all her spare time to him, says that it is but a question of time till he will die. He has a sad story. His parents are both young and when the cancer began to grow on his face, and ignorant neighbors to tell great tales of it, his young father deserted them all and has not been heard from since. His mother is a cook at the Creeke and has a vounger child which she brought through Wednesday's tle patient has been a brave baby and has en-deared himself to the nurses by his wonder ful brightness. But he is sunk so low as to remain in almost continual stupor. This personal mention is made by request of Mrs. Moore, the matron, in the hope that it will reach the father and touch him with some sort of feeling for them.

A Thriving Institution. Rev. Willard Scott spent the past week in

Crete attending the commencement exercises of Doane college, the principal Congregation al educational institution of the state. Last Sunday he preached the baccalaureate sermon before the graduating class and

throughout the week participated in the ex-The college closed on Thursday.

The graduating class this year consisted of seven young men and one young lady, it being the second largest class that ever left the in stitution, the largest containing nine gradu

ates.
"The college during the past year," said
Mr. Scott yesterday, "has enjoyed a larger
attendance than ever before, the total number of pupils being 212. It owns three large brick buildings that cost \$50,000; and 600 acres of land which is located on a high knoll just east of Crete overlooking the Blue

"The institution is eighteen years old and during its existence has graduated in the full college course sixty students.

"The college has had a very successful year. Its income from all sources was \$22,009. Out of this the permanent fund was increased \$7,000 and the indebtedness of the college was decreased \$1,000 and all the current expenses were paid.

"This is very encouraging, and we look forward to seeing an even better condition of

An Institut of Theology. Many of the ministers of the city will go to Yankton, S. D., next Monday to attend an institute in theology that will be held there during the week.

The following interesting programme has been ayranged for the entertainment and instruction of the ministers who attend: A. H. Quint, D.D.—Pastor of the Allston chuch, Boston, Mass., "Congregational Polity;" one lecture each day, 9:3) to 10:30

a. m. James Brand, D.D.—Pastor First church, Oberlin, O., "The Pastor With His Bible and His Church;" one secture each day—19:3) to

12 a. m.
Robert R. Meredith, D.D.—Pastor Tompkins
Avenue church, Brooklyn, N. Y., "How to Use
and Interpret the Bible;" one lecture each
day—3:30 to 5 p. m. The programme for the evening session will be as follows:

be as follows:
July 8—Devotional service and welcome.
July 9—Lecture. "Why We Laugh," by Rev.
M. N. Darling. Sloux City.
July 10—Some missionary raily, 1 ed by Dr.
Meredith.
July 11—Lecture. "Battle of Gettysburg," by
one who fought there; Dr. Brand.
July 12—Lecture by Dr. Quint.
July 14—Lecture by Dr. Aleredith.
Dr. Meredith, one of the lecturers, is a relative of Mr. Fred Gray of this city, and prior
to going to Yankton will spend a few days in

to going to Yankton will spend a few days in this city, arriving here about the middle of

Adjourned for the Summer.

Last Monday evening "The Club," a social and literary organization of Trinity Episcopal parish, held the closing meeting of the on at the pleasant home of Mr. George W. Lininger. Mr. Clement Chase read an interesting paper on the life and work of the composer Schubert, which was beautifully illustrated upon the piano and in song by Miss Boulter and Madame Muentefering. After this refreshments were served and the remainder of the evening spent in delightful

"The Club" has been an eminent success and has done more towards bringing together and cementing a friendship amongst the young people of Trinity church parish than

THE LORD'S CHOSEN PEOPLE. any other thing than a social organization such as "The Club" could have done. No other meetings will be held until after the hot weather.

An Energette Preacher.

With characteristic energy Rev. C. W. Savidge has started out to raise funds to pay off the indebtedness with which the Newman Methodist church is incumbered. This nounts to \$3,500 on the lot and building and Mr. Savidge is endeavoring to raise the funds by individual subscription. These, he said, will not be confined to members of the church, as there are a great many people who are not church goers at all who have signified a will-inguess to assist him in his work. Mr. Sav-idge is very enthusinetic in the work in his new field and has been greatly encouraged by the loyal support he has received from his parishoners.

New Workers in the Vineyard. Out of a class of six graduates from the

Seabury Episcopal divinity school at Fairbault, Minn., three were of this diocese, and two of these three were members of Trinity cathedral branch of the Brotherhood of St. Andrew. Mr. J. E. H. Simpson and Mr. Isaac Houlgate were ordained by Bishop Worthington and have been assigned to work in his diocese. Mr. J. E. H. Leeds was also ordained deacon, but he will spend a few months in England before taking up his work in Nebrasika. u Nebraska.

Religious Notes.

Dean Gardner will deliver an address be fore the Omaha and Council Bluffs Chautau-qua assembly on July 15. The adult members of Trinity choir enjoyed

iemselves at Syndicate park on Wednesday

Five thousand dollars have been subscribed owards the new organ for Teinity cathedral, ourteen hundred dollars is yet needed, but is expected that it will be raised without

At a meeting of the presbytery of Omaha held at the First church in this city, Mr. C. C. Kyle, pastor-elect of Majors congregation was ordained to the ministry and a committee consisting of Rev. J. C. Lynn, Rev. E. B. Graham and Elder J. A. Deane was appointed to attent to his installation. to attend to his installation.

The meeting of the vestry of St. John's Episcopal church, called for last Thursday evening for the purpose of choosing a new ector, was adjourned without action to next Wednesday evening.

Rev. Willaad Scott will leave the city on July 21 for a six weeks' vacation which he will spend in the vicinity of Boston, preach-ing six Sunday moralings upon invitation, at the Emanuel church in that city. Hereafter the First Presbyterian church

and the First Congregational church will be united for Sunday services during the extreme hot weather, one keeping open one Sun-day and the other the next. Many churches will abandon the Sunday

vening services during the hot weather, be ginning today. A number of Sunday schools have also been closed for the summer. Dr. A. R. Thrane has returned from his fishing excursion to Madison, Wis., and will occupy the pulpit at the Plymouth church He stopped at Tabor. In, on his way home and last Sunday eyaning preached to

the students of the college at that place. Rev. Eli Corwin, an eloquent preacher from Chicago, preached in the St. Mary's avenue church last Sanday morning and will to lay occupy the pulpit of the Congregational church in Council Bluffs. Towards the end

of the week he will leave Omaha for Palme Lake, Col., where he roes to conduct a Chatauqua assembly. He will occupy pulpits in the Denver churches three San fays. The degree of doctor of divinity has been conferred upon Rev. John Askin of Kearney by Heading college in Illinois.

Rev. S. F. Berry pussed through the city a few days ago. He has closed his work at Fremont and was on route to Ottumwa, Iowa, where he will assume a pastorate.

The ladies' sewing circle of the Newman church gave a lawn social at the home of Mr. L. O. Jones Thurs hypevening. The receipts will be used towards paying the church debt, this being the first of a series of entertain-ments to be given by the society to raise funds for this corresponding for this purpose.

The Nebraska Chatauqua assembly will hold its ninth annual session at Crete during the first twelve days of July. A most attractive programme has been arranged for the session.

## RELIGIOUS.

There are forty-nine Jewish synagogues in The word "its" only occurs once in the Efforts are being made to establish a Nor-wegian Lutheran college in North Dakota

The point is not yet definitely known. Dr. William M. Taylor is working awa gathering pledges for the agod ministers fund, for which he hopes to secure \$100,000. He has already got about one-fifth of it.

Bishop Hurst of the Methodist Episcopal church is to visit the principal universities of Great Britain and the continent in order to secure pluss and lie is for the proposed Methodist university in Washington, D. C. An interesting development of the Chris ian endeavor movement is the Floating Christian Endeaver societies recently formed

on some of the revenue cutters and other vessels. From cutters Dexter and Gallatin comexcellent reports of work already done. The treasurer's report of the American Pract society shows that the total receipts for the year were \$122,268, and that the balance on hand was \$1.504. The society has issued ,435 distinct publications. It has six periodcals with an aggregate circulation of 2,413,-

The anniversary of the American Sunday school union was held at Trenton, N. J., recently. The new schools organized during the year number 1,635 and contain 59,432 scholars; schools aided 1,852, with 120,792

scholars: previously reported, 4,431, with 210,520 scholars. It is expected that the Congregationalists will hold an international congress in London in July, 1891. The committee recommends that the council consist of 100 delegaces from England, 100 from America, and 100 from the rest of the world. Dr. Storrs of Brook-

yn will be asked to preach the inaugura The report looking to a federation between the German and the Dutch Reforme I churchs having been adopted without a dissenting vote by the former body, its acceptance by the Dutch church is regarded as assured. The agreement does not blot out any of the synods, but leaves the institutions under their

present control. It provides, however, for harmonious action in massion work, in publi-cutions, and in new institutions of learning. A highly valued manuscript copy of the rospels, written in letters of gold on purple veilum, dating about the seventh century, is, as reported, to be soon offered for public sale in London. Six years ago it was purchased for the Prussian government at a sale of manuscripts belonging to the duke of Hamilton. Five thousand pounds were offered for t by an English bookseller. It is said that there are only three or four manuscripts of

the same kind in existence.

The statistics of the Christian Endeavor ocieties show that societies exist in every tate and territory in the union and in every English-speaking land in the world. In all there are 11,013 societies, with 660,000 mem-pers; a gain of 3,341 societies and 185,000 members in cleven months. This equals the entire membership of the society during the first seven years. New York leads the list with 1.785 societies; Pennsylvania follows with 818, then comes Massachusetts with 818, Illinois with 809, Ohio with 684, Iowa sis, Illinois with 809, Ohio with 684, Iowa with 404, Connectient with 442, New Jersey with 414 and Michigan with 408. So far as can be ascertained an average of about seven from each society have joined the evangelical churches during the year, or a total of 70,000; a number equal to about two-thirds of all the associate members at the beginning of the year.

At last accounts Bishop William Taylor sick with bronchitis in Liberia and unable to go to the Congo as he had planned. It is the wonder of all who have known of Bishop Taylor's exploits that he did not die long ago. He has the remarkable habit on his marches of sleeping out of doors on the ground, with a stone for a pillow, says the New York Sun. The night air in the malarieus Congo valley is regarded as anything but healthful, and old stagers say a month of the unnecessary exposure the bishop seems to court would be the death of them. But he seems to bear a charmed life, and few would have made such fast time tramping down the Congo as this remarkable missionary, who, though pearly remarkable missionary, who, though nearly seventy years old, can beat any of his band digging irrigation ditches, and has thought nothing of marching for weeks under the tropical sun and dropping down beside the

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Best in the World. Others may claim that their Refrigerators are as good as the LEONARD CLEANABLE' but they are NOT. They cannot use the many special features which constitute its excellence. Insist upon having the LEONARD CLEANABLE. You will make a mistake if you buy any other kind.

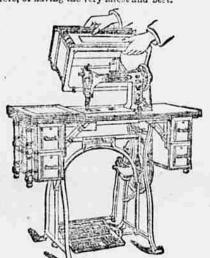
BEWARE OF IMITATIONS. Our prices on the Leonard Cleanable are as tow as asked for the many inferior refrigera-lors on the market. We are sole agents for Omaha.

Milton Rogers & Sons, Corner 14th & Farnam Sts., OPPOSITE PAXTON HOTEL

The figure 9 in our dates will make a long stay, No man or woman now living will ever date a document without using the figure 9. It stands in the third place in 1890, where it will remain ten years and then move up to second place in 1900, where it will rest for one hundred years.

There is another "9" which has also come to stay. It is unlike the figure 9 in our dates in the respect that it has already moved up to first place, where it will permanently remain. It is called the "No. 9" High Arm Wheeler & Wilson Sewing Machine. The "No. 9" was endorsed for first place by the experts of Europe at the Paris Exposition of 1880, where, after a severe contest with the leading machines of the world, it was awarded the only Grand Prize given to family sewing machines, all thers on exhibit having received lower awards of gold medals, etc. The French Government also recognized its superiority by the decoration of Mr. Nathaniel Wheeler, President of the company with the Cross of the Legion of Honor.

The "No. 9" is not an old machine improved aton, but is an entirely new machine, and the Grand Prize at Paris was awarded it as the grand est advance in sewing machine mechanism of the age. Those who buy it can rest assured, there fore, of having the very latest and best.



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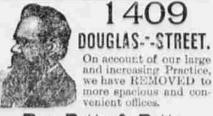
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