THE OMAHA DAILY BEE: SUNDAY, MAY 28, 1893-TWENTY PAGES.

RISE OF THE BRITISH GYPSY

Has Not Entirely Forsaken the Road, but is Becoming a Man of Affairs.

SOME HAVE ACCUMULATED FORTUNES

Glimpses of Modern Gypsy Life in Sharp Contrast to the Romantic Existence of the Long Ago-Wakeman's Wanderings.

[Copyrighted, 1893.] LONDON, May 17.—[Correspondence of THE BEE.]-The last quarter of a century has wrought a wonderful change for the better with a majority of all British Gypsies who have been content to remain in their own land. In 1867, while in England, I had means of knowing from personal observation that almost universal squa for and wretchedness was characteristic of Irish and English, and particularly of London Gypsies. No one can make of a Gypsy anything but a Gypsy, but a generation of change here has effected a more marked advancement in a rugged sort of prosperity with this than with any other lowly class.

(It has not seized the Gypsy bodily and in a moment, or a year, or a decade, put fine clothing upon him and made him a man of affairs, but something, as with the destitute Italians who have landed upon American shores, who we directly find as hawkers, willing laborers, restaurant keepers, newsboys, bootblacks, controllers of retail and wholesale fruit and nut trades, and on the high road to prosperity, because they are quick witted and willing to labor-the British Gypsy has found along with old makeshifts for livelihood, many new though rude occupations and means of getting on in the world, all after his own mind and heart.

While the race characteristics of these folk will require many generations in which to undergo radical change, their conditions and environment are in the main entirely different from those in which Crabbe, Hoyland, Borrow and Simson found them, and of which they wrote. In other words, there is today little or nothing in book literature altogether true of British Gypsies. Of the four standard authors named, Borrow was the most romantic, Simson the most inexorably true. Yet both write of a time and a merripen or Gypsy life which, with few exceptions, has wholly passed away. These exceptions comprise the poorest English and Scottish Gypsies of today; some families in the north of England whose members have continued almost literally the old form of wandering life by the roadside—the tinkering, the dickering, the dukkering or fortune-telling, and often the tiny sales of imperfect delft and tinware, content with a "whum-meled" or upturned cart for a roof in sum-mer, and any sort of a town tenement in winter; the tiny, straggling bands in Devon-shire and Cornwall, where there has been little change in all social conditions for the past fifty years; the few remaining Gypsies of Perthshire, Aberdeenshire and the highand districts of Scotland, and the Gypsies of Wales, where is found the most primitive and idyllic form of Gypsy life yet remaining in Britain. The Welsh gypsies rarely leave Wales. All Welsh people are fond of them, and they are almost as much an integral part of the concrete rural social structure as are the Welsh people themselves. The fact is that British Gypsies, as well as our American Gypsies, hundreds of whom I

could name who are worth from \$20,000 to \$100,000 in landed property, have, during the past quarter of a century, developed a re-markable ability for certain lowly kinds of trade. These have been a natural out-growth, in most instances, of the petty wayside dickering of less fortunate times, but they are still pursuits requiring the exer-cise of good thrift and judgment and of a genuine probity that make the Gypsy middleman welcome, both where occasional credit is necessary and among his countrywellers in the summer time, as with us, traveling certain well-defined routes and purveying in villages and even in the out-skirts of towns and cities, articles whose

would the so-called "black arts" of Gypsy-dom disappear. I have from time to time shown this to be true among American Gypsies. It is gratifying to find it true among British Gypsies. I do not regard them as having chosen the most elegant of vocations; nor as a class can they be said to sustain enviable relations to society. But they are doing something; making money; finding themselves possessed of inherent in-dustrial power; and their acquisition and possession of means are making them a bet-ter race of men. ter race of men. In one of the large London "Traveling Goods" concerns previously referred to the largest shareholder is a Gypsy who is re-puted to be worth £8.000. I know of many shooting galleries in London conducted by

shooting galleries in London conducted by Gypsies. They are not only successful with these, but, in associative form, just as they are beginning to own most of the money-making Punch and Judy shows of the me-tropolis, control many like privileges at noted places of holiday resort, near London, from which unusual profit is derived. One of the most thriving vegetable boothmen of Covent Carden market is a Gynay, who is in Covent Garden market is a Gypsy, who is in great favor with and is brought much trade by the countless costers of the neighbor-

Near the Royal Albert docks is a public house owned and conducted by a Gypsy, and this property is worth more than £2,000. Precisely as in some of the leading American cities, where important horse sales-stat as are owned by Gypsies who are thought to be of another race. I found in London and its environs thirty-one similar establishments wholly controlled by Gypsies. They are credited with an extraordinary amount of trade, not only in horses but in donkeys, Shetland and Cushendal ponies and goats. Commission dealings are unknown. Every transaction is made for cash, and in two of these places the leasehold, fittings and stock of animals always on hand must require the possession of a capital of from £5,000 to £10,000. An odd and profitable business in London

is that of purveyor of carts and donkeys to the costermongers. There are thousands upon thousands of these costers in the metropolis. Many are notoriously inprovi-dent. To start in business requires a hand-barrow or cart, and a coster of recognized standing must possess both cart and donkey. There are many places where from fifty to 500 carts are hired out by the day, week or month, and where costers may purchase bar rows, carts and donkeys on the partial pay rows, carts and donkeys on the partial pay-ment plan. Those controlling this manner of business are said to secure a profit of 500 to 1,000 per cent. They are usually graduate costers; but three of those engaged in the traffic I know to be Gypsies, who are becoming very rich. They are supposed to be re-tired costers, with whom London Gypsies have many points of comm n resemblance,

character and interest. The most surprising discovery of this sort I ever made in London was in the acquaint ance of a dramatic agent, near the corner of York and Waterloo roads, on the Surry side. while making inquiries regarding the haunts and ways of London music hall per-formers, among the many agents of this normers, among the man spects of this vicinity. The man is one of the richest and most powerful of this numerous tribe. Those who daily deal with him believe him to be a Hebrew; but I had indubtable evi-dence, aside from his own admission, that this man, whom hundreds of the "prossers" fawned upon and feared for his favor and influence in "booking" their London and induced in "booking" their London and provincial music hall engagements, was none other than one of the outcast Romany race. He had in former times been "on the road" with "vagrom" traveling shows, some of which he still controls, and had, gradually and without attracting attention to his early Gypsy associations, become a leading

dramatic agent in this famous "Poverty Junction" region. I know in Edinburg, Glasgow, Liverpool, Manchester, Bristol, Plymouth and London of many Gypsics who are chimney sweeps of many Gypsies who are chimney sweeps and who, by hiring others and do-ing "contract" work, have secured in-dependence and comfort. At Brighton, Southport, Scarborough and other important English seaside resorts are hundreds of don-keys upon which "outers" and all children are given bone breaking riders along the beaches. Nearly all the owners of these are Gypsies some of whom not only have respec-Gypsies, some of whom not only have respec-table bank accounts but also own town properties. In and about Nuneaton and Coventry are many Gypsy property owners. A few are farmers, but most own properties at the outskirts of these cities, such as places for stabling, sales stables and old inns which still have attraction for the farmers, and make dickering in horses and other live stock possible and profitable. Probably the richest of all British Gypsies, one Smith, lives at Nuncaton. He owns nearly all the houses and lands in one entire street, has oney in considerable sums loaned to specu lative traveling Gypsies, and is also the owner of bank stock and blocks of shares in the London & Northwestern railway. Altogether his holdings are computed to exceed \$250,000. On one occasion while visiting the old catheoral city of Gloucester, Eng., and wan-dering in St. Catherine's street where the Sunday school was first established by Rob-ert Raikes, I came, at the head of the street, to a little old inn much frequented by farmers. I entered and sat down to rest. A half dozen country folk were just closing some sort of commercial transaction, and one of the men had counted out £300 in gold sovereigns. He took a receipt and shortly left. I asked the barmaid if that was not an odd place for so much money, and she re-plied that it was not, for "Ollcloth Dick" plied that it was not, for "Ollcloth Dick" and such as he frequented the place; and "Gypsies seemed to have all the ready money in England these days." "His van is just over there." she added, "and it's worth seeing." Repairing to the lane indicated I found "Ollcloth Dick." his van, and some half dozen Gypsy families. The latter had for years peddled oilcloth, which they se-cure from Yorkshire factories, throughout England, Scotland and Wales. They are several hundred in number. Their vans are several hundred in number. Their vans are beautiful specimens of the wagonmaker's art; and all these Gypsics are practically traveling merchants of large means and long established trade. In no city in the world can be found finer draught horses than in Liverpool. The floats or four-wheeled trucks are called "lorries," their drivers "lorrymen." and the huge horses which, two and three taudem, pull from four to six tons of cotton or iron over the streets with dignified ease, are consequently lorry cattle. They are chiefly bred in Wales, Lancashire and Clydesdale, bred in Wales, Lancashire and Clydesdale, Scotland. Huving been much among these lorrymen and their "nippers" or apprentice helpers, I soon discovered that the trade in these valuable horses was not altogether confined to English horse dealers. Two Gypsies purchase Scotlish and Lancashire horses for the Liverpool, Birmingham and Manchester markets, and one Gypsy is the largest trader from Wales. It is not seldom that these Romany horse merchants have that these Romany horse merchants have from £2,000 to £5,000 invested in single ship ments, and, very different than with their Gorgio or Gentile brethren, every penny of these amounts is their own and not borrowed money. These instances could be, from per-sonal knowledge, indefinitely multiplied. There is but one conclusion from them. The "Gypsy question" on this side of the ocean will soon cease to occupy the attention of even the missionaries; for the British gypsy becoming a British business man, even is becoming a BHIISH business man, even though as yet in a small way; and in canni-ness and thrift is trade and economy inliv-ing no human being can surpass this outcast Romany race. EDGAR L. WAKEMAN.

HARNESSING A MIGHTY POWER The Gigantic Work of Utilizing Some of

Niagara's Energy.

SUPREMACY OF STEAM UNDERMINED An Industrial Revolution Promised the

Cities of Western New York-Description of the Great Enterprise, the Quantity of Power and the Cost.

The development of water power at Kearney and Gothenburg, Neb., and the power canals projected by Hastings and Omaha capitalists lends a local and special interest to a description of a similar enterprise, but on a gigantic scale, at Niagara Falls.

Hitherto the utilization of water power has been meagro and localized. The cost and loss Gin transmission to distance were unsurmountable barriers to general use. The limitless energy running to waste could not be concentrated or made effective beyond its immediate vicinity. Even where the power was sufficient for a city of a quarter of a million people it became a monopoly of the few first comers. As an illustration the Falls of St. Anthony may be cited. That water power is ample for all the industrial needs of Minneapolis, yet a very small fraction of it is utilized, for the reason that all industries requiring power cannot be located so as to cheaply and effectively use it. The first cost of inlets and outlets and the necessary land therefor put water power at a discount as an industrial factor. Even where nature created vast power, the exacting demands of competition distance from source of supply of raw material and lack of shipping facilities,

combined to prevent its utilization. The advent of electricity as a factor in in-dustrial life has revolutionized the possibilitles of water power. The energy heretofore lost may now be concentrated and transinited not only to every workshop in the immediate vicinity, but to points remote from the central station. The question of distance resolves itself into one of cheapness of production, so as to overcome the per cent of loss in long distance transmission.

Mammoth Power.

During a recent visit to Niagara Falis the writer examined with much care the great enterprise by which a comparatively small part of the energy of the outlet of the lakes is to be harnessed. The project is a mam-mothone. In conception and daring, in ex-tent and cost, it is without precedent in its class, and is backed by many of the most sagacious financiers in America. The con-The Niagara Falls Power company is the parent, with a land syndicate and a power distributing company as offspring. The parent company was formed in 1886, com-posed mainly of New York bankers having boundies means and work bankers having boundless means and credit. Several years were consumed in preparation of plans, procuring title to land and other preliminaries, including state legislation. The practical part of the work were three distinct undertakings—the tunnel to carry off the waste water, the inlet canal and locks which control the flow of water and the pits for the

The tunnel was cut through rock under The tunnel was cut through rock under the center of the city of Niagara. It is a mile and a quarter long, twenty-one feet high and nineteen feet wide and 200 feet below the surface of the city Drilling through the rock was a tedious task. The rock was of a peculiar, gritty nature, breaking when blasted in irregular shapes, and ap-parently hard enough to form the tunnel roof and walls without masonry. When exposed to the air the rock soon crumbled to dust. This necessitated bricking the tunnel throughout, 14,000,000 brick being required for the work. To expedite the work three shafts, equi-distant, were sunk to the tunnel level, and through these 260,000 tons of rock were removed. The rock proved useful and profitable. It was dumped into the shallow shore of the river and added twenty acres of made ground to the company's 1,300 acres already acquired. The main inlet canal is about half a mile

above the rapids to the fails. It is 230 feet wide at the mouth, 1,500 feet long and is 12 feet deep at extreme low water. It is lined with heavy stone walls, has twenty-two openings or sluice gates, each capable of admitting to the turbine pits power equal to 5,000-horse. At present the mouth of the canal is closed with a coffer dam. Midway in the canal is another dam. The former is to be opened shortly to furnish power to a new paper mill, while the latter will remain closed until the wheel pits are completed and the turbines in place.

twenty-two miles away, will be double that at its source, the saving over steam will be sufficient to force the latter power to the wall. The expense of steam power in that locality ranges from \$25 to \$40 per horse per annum for a ten-hour day. It will be seen the economy of electricity over steam will gradu-ally built in the steam of the force of the steam. ally bring it into universal use in the favored cities, not only for manufacturing purposes but for light and heat. The figures of cost do not take into account the increment which distributing companies will exact, or the interest on inflated capital, a species of evil inseparable from great public corpora-tions. tions.

Long Distance Transmission.

Great as is the power available at the falls, the market for it is equally limitless. The total power now employed in Buffalo is estimated at 45,000 horse. If Niagara Falls supplies this amount and in addition a suffi-cient amount for heat and light, it would re-quire less than one-fourth of the amount the commune contemplates darabatic. quire less than one-fourth of the amount the company contemplates developing. Roches-ter is negotiating for power. Other towns and cities adjacent will doubtless become patrons. Indeed, there is, in the opinion of electrical engineers, no grave obstacle to the transmission of the power to New York on the east and Chicago on the west. Nicola Tesla says the "distribution of electrical energy with something like 100 000 colts and energy with something like 100,000 volts, and even more, becomes, at least with high fre quencies, so easy that they could hardly be called engineering feats. With oil insulation and alternate current motors, transmission of power can be effected with safety and upon an industrial basis at distances as much as 1,000 miles."

The Favored Cities.

Buffalo and Niagara Falls will, of course, e the chief beneficiaries of the approaching industrial revolution. The power company controls a large area of land at the falls. Here it will, as a matter of self-interest, en courage the establishment of factories and the erection of homes for workingmen. But Niagara Fails is destined to become a part of Buffalo. The latter is growing at a pace that would astonish a western boomer. If the city should absorb all the territory from Hamburg on the southwest to Niagara Falls on the northeast, it would have a water frontage of thirty odd miles, a stretch of take and river about equal to Chicago's present lake front.

It was but recently the residents of Buffald and Niagara Falls realized the magnitude of and Niagara Falls realized the magnitude of the work in progress at the falls. Skeptics frowned on its possibil-ities and hooted its protentions. But the sa-gacious and farseeing, appreciating the mar-velous expansion of electrical power, pinned their faith to real estate and left the future to do the rest. In the vicinity of Niagara Falls farm property which a few years ago was a drug on the market at \$100 an acre now readily brings \$1,000. Choice business lots on the main street of the city sell at lots on the main street of the city sell at \$1,000 a front foot. And the tendency is steadily upward. Values in Buffalo have doubled and trebled. Building operations surpass any city of equal size in the country. Factories are multiplying, modern business blocks are rearing their ornate fronts where the unattractive stood. The modern progressive spirit has taken a fresh grip on the community and is strikingly manifested in well paved and well kept streets, grand public buildings, churches and schools, and the well-to-do residence quarters that are unequaled in beauty by any American city, Washington alone ex-cepted. With an industrial power of marvelous proportions at her threshold and opening countless avenues of activity, there is no reason why Buffalo, with its 300,000 in-habitants today, may not equal if not sur-pass Chicago in a quarter of a century, and become the great inland city of the un T. J. F.

TALK OF THE YOUNGSTERS.

Harper's Bazar: Bobbie was out driving with his father, and had hold of the reins. He had been told not to whip the horse, but persisted in doing it, until papa, finding threats useless, took the reins from his hands.

"Now don't you think it would have been better for you to obey me at once?" Bobbie was dumb.

"'I'll tell you a story," said papa. "There was once a boy who climbed up into an apple tree to steal apples. The farmer came along and told the boy to get down from the tree. But the boy paid no attention. Then the farmer threw grass at the boy. But the boy did not mind that. Then the farmer threw apples at the boy, but even they did not bring him down from the tree. So finally the farmer took some stones and threw at him, and the boy came down the tree in

short order. don't you think "said Rohl







Don't Go to Chicago or Any Other Place This Summer Without Fire Having Your Teeth Put in Good Condition

annual aggregate value amount to a stupendous sum Their cavalcades at the outset may com

prise one or more vans. These are, briefly described, tiny houses upon wheels. They are drawn by donkeys or often by broken down city tram horses, which the gypsies get in the cities for a song and which with care are finally transformed into excellent cattle. Following these may be three or four, or a half dozen, little donkey carts, after the fashion of the cos.ermongers city carts. These will hold the real resources of the band. An examination of the latter would reveal almost enough material in quantity, certainly enough in variety, to stock a little country store. This stock in trade has not been picked up

at random. In the London Whitechapel dis trict-there are great storehouses of "Trav-eler's Goods." Their owners, who I find include wealthy Gypsies, could not continue in business without the Gypsies' trade. The goods handled are somewhat similar to our American "bargain counter" odds and ends, especially in tinware, and metal goods, hardware, crockery, cheap olicioths and house-hold knicknacks, with the coarsest beads and gilded jewelry. It would be a revela-tion to ordinary English tradesmen to real-ize the enormous quantities of stuff annually disposed of in this manuer throughout Eng-trading the section of the secti Isposed of in this manner throughout Eng-land. Scotland and Wales, and the integrity of these Gypsy wanderers where they ask and receive credit for their supplies, as they often do. Smaller "Travelers" Goods" stores may be found near the Bult Ring in Birminghain, where carts may be refilled in the lazy journeyings; but small shipments from time to time are forwarded by rail from London. I have friends in the fruit and nut trade in the Drury Lane quarter of London who have supplied Gypsies in all parts of the provinces for the past twenty years. Half of this trade is done on credit, and the fruiterers all inform me they have never lost a penny at the hands of their thou-sands of Gypsy small customers. All these goods, fruits and nuts are hawked in little yoldages and sold at fairs and on market days. Indeed the English country fair of today would lose all its picturesqueness and most of its attractions for younger people were the petty Gypsy booth and Gypsy show-men withdrawn.

About the middle of the century, when the British Rural Police Act, which was directed against Gypsics and all wandering folk of the road, came in force, we find Borrow la-menting that the 'Gypsy had nowhere to lay his head.' The oppressive measure undoubt-edly sent America 50,000 English Gypsies within a period of ten years. Indeed it al-most extirpated Gypsydom in Great Britain. But the coming Gypsy soon saw a way to mend his fortunes. He took out a license to become a traveling merchant. "Two and six pence" gives him this right for the period of one very. He could still memoin form is of one year. He could still remain Gypsy in every other particular. Insensibly and by degrees he actually became the fellow whos vocation he originally assumed in order to

vocation he originally assumed in order to merely exist. There gradually followed a system among the wanderers of providing "Gypsy ground" on which to camp in safety from the raids of on which to camp in safety from the raids of the mounted constabulary. Gypsies here and there who got a footing and could be trusted bought or leased bits of waste land, unused lanes, idle tracts at the outskirts of cities and towns, or camping rights in roomy old stable yards. These are in turn sublet to arriving pilgrims at from 1 shilling down to a penny a day. And thus, with Gypsy travelers who really have something besides "black arts" to sell, one can travel from Land's End to Johu O'Groat's house, or London to Oban, and return, and never upon London to Oban, and return, and never upon the road by day, or underneath the tent or the van roof and the stars at night, be out-side the comforting protection of watchful Retich law.

British law. But the British Gypsy is something more than a "vagrom" trader. His kind are en-creaching upon, or making for themselves, croaching upon, or making for themselves, many other profitable pursuits and vocations. I have always held that in this would be found the real evolution of the Gypsy; and that in just the degree he became like other men-not in religion, because you can no more reach a Gypsy with Christian mis-sionary schemes than you can se-cure an expression of belief from any other form of Agnostic-in voca-tion and the betterment to himself and family in material living, in like degree THE ERRATIC MUSE.

Truth. Mary Jane sat alone with her beau For six hours, leau. with the gas turned down

| re bo d, of | When he said he must geau, it affected her seau That she wept and exclaimed; heau!" | "Eau | ı ne |
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| n y | She frowned on him and called Because in fun he'd merely Kr. | hım | Mr |

And then, in spite, The following nite, This naughty Mr. Kr. Sr.

There lives a man in Webster county West Virginia, by the name of Whorton, aged 89 years, whose hair and beard are turning from white to black. He is said also to be cutting a new set of teeth. His ap-pearance is said to indicate a man of about 40 years instead of one nearly 90.

The "No. 9" Wheeler & Wilson is the only lock-stitch machine made that will maintain an even and perfect stitch at different speeds. Sold by Geo. W. Lancaster & Co., 514 S. 16th street.

The first record taken by American as-tronomers of an eclipse was on Long Island on October 27, 1780.

The main wheel pit is a gigantic hole in the ground. It is 140 feet long, 18 feet wide and when completed will be 180 feet deep. One corner of the hole is open to the tunnel. The remainder is opened 100 feet and is being sunk at the rate of two feet a day. The men working at the bottom look like pigmies. They are enveloped with rubber clothing as a partial protection from the streams of water pouring on them from the surrounding rocks. This water, it is claimed, does not come from the river, but from the back hills of Canada, and is siphoned under the river. A stream of strong sulphur water was encountered at a depth of sixty feet. When the pit is sunk to the proper depth masonry is to be put in to check the flow of water.

Difficulties Overcome.

The problems of tunneling, of pit drilling and canal building presented insignificant difficulties compared with that of effectively harnessing the power. The development of such enormous hydraulic energy was en-tirely new. Turbines of sufficient size and fail of nearly 200 feet had not been manu-fail of nearly 200 feet had not been manu-factured. Two thousand-horse power tur-bines were the largest known. After a thorough examination of all methods of utilizing a fail of water in this country and Europe, double turbines of 5,000 horse power were determined on. Designs were prepared by Swiss engineers and the contract for building the turbines awarded to a Philadelphia firm.

Three of these turbines will be placed in the pit of the central power station now nearing completion. They will be mounted nearing completion. They will be monitor on vertical shafts and placed at a depth of 141 feet. With a head of 136 feet 250 revo-lutions per minute will be made. An auto-matic device will regulate the flow of water. By means of an ingenious arrangement the By means of an ingenious arrangement the water which operates the turbines will also serve to lift the shaft and relieve the bear-ings of undue friction. The shafts extend to the surface of the ground and on the top of these the dynamos will be mounted.

The selection of dynamos of sufficient ca-pacity required explorations in untrodden fields. The difficulty was not electrical. but mechanical. Over a score of plans for 5,000-horse power generators were consid-ered, and the type of machine which will shortly generate the power may differ radi-cally from that now believed to be the best. Limitless Energy.

The amount of power available at Niagara Falls is stupendous. Looking at the cataract from either the American or Canadian side one cannot comprehend the enormous weight of water that rolls majestically over the ledge of rock and envelopes itself in a cloud of vapor. Eminent engineers, assert that the falls is the most gigantic engine in the world, capable of developing 4,500,000-horse power. To put it in another light: It takes five pounds of coal to generate 1-horse power for an hour. The water power of the falls is equivalent to 15,000,000 tons of coal per annum

The plans of the Niagara Falls Power com-pany contemplate developing 110,000-horse power at present. Thirty-thousand-horse power, exclusive of the independent power for the new paper mill will be ready for market this year. The company controls two and a half miles of water front on the American side and controls the right for similar power development on the Canadian side. It is expected that within five years the company will develop on both sides of the river 450,000-horse power, provided, how-ever, that the demand calls for it.

Comparative Cost.

The cost of the power is an important con The cost of the power is an important con-sideration. Two contracts for power have been made which furnish a basis of calcula-tion. The Niagara Paper company's new mill, located near the inlet canal contracts for 3,000-horse power at \$24,000 per year, or \$5 per horse power. Assuming that the cost of the power delivered in Buffalo

it would have been better for the boy to come down when first spoken to?

"No," said Bobbie, with all the audacity of a 5-year-old; "he had time to eat more apples.

"Mamma, does the dictionary have all the

words in it?" "Yes, dear." "All the words there is?" "Yes, all there are." "An' what they mean?"

Yes. "Can I look in the dictionary, mamma?"

"Yes, yes, and keep still while mamma talks with Dr. Antibrigues." Johnny disappeared into the library and was away twenty minutes. When he came back he wore a look of deep disappointment, and struggled with the weight of Webster's mabridged

'I can't find it, mamma," he observed with a frown

"What is it you want to find, Johnny?" in-quired the good doctor. "What papa said when I broke his shaving

mug," was the innocent but suggestive remark.

Harper's Drawer: "There is, as a rule nothing more lofty than the ambition of a boy of 5 who has looked carefully over the whole range of human endeavor and made up his mind what he is going to be. A lad o that observant age known to all of his kind as "goin" on six" was asked the other day if he expected to become a lawyer like his father

"Oh, no," said he with a positive shake of his head. 'I'm going to be a captain of a big ship, and I'll sail out west and bombard the Indians on the plains." . .

Aunty-What became of the kitten you had when I was here before? Little Niece (in surprise)-Why, don't you know ?

"I haven't heard a word. Was she pois med

"No, aunt." "Drowned?" "Oh, no." "Stolen?"

"No, indeed." "Hurt in any way !"

'Well, I can't guess. What became of her

"Yes, that's it,"

"And some day, perhaps, have your voice ringing through the halls of congress?" "I shouldn't care for that. I want to be an

after dinner speaker." "Ah, you are anxious for social distinction thenf

"No, I want the dinners." Texas has a man who recently lost a fin-farm and all his stock at a game of poker and the man regards the loss as a perfectly legitimate one

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As any change of climatemay bring on neuralgia, caused by a decayed tooth, and thus your visit and pleasure would be ruined. Visit your dentist, if you have one, if not, call on

and a

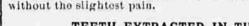
DR. R. W. BAILEY, PAXTON BLOCK, and let him put your mouth in perfect condition.

Those who have roots and badly broken teeth that occasionally hurt at home will find that any change of climate is SURE to bring them trouble. Have such roots, etc., removed immediately and new teeth put right in so you will be getting accustomed to wearing them before going away.

To those who remain at home this caution is as essential. We are threatened with an invasion of CHOLERA this summer, and as a precaution our first duty is to attend to our MOUTH. Cholera is much less liable to attack one whose mouth is clean and healthy, than where such is not the case. Have those decayed teeth filled. Have those ulcerating roots removed, for both can now be done

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