Indications for Better Business Than in Year Just Closing.

REPORTS FROM TRADE CIRCLES FAVORABLE

Advices from Agricultural States Point to a More Satisfactory Business Than for Many Years.

NEW YORK, Dec. 26,-Henry Clews, head of the banking house of Henry Clews & Co., writes of the situation in Wall street: Its general aspects business at the Stock exchange does not vary materially from the conditions existing since the late upward turn in prices. Some prominent operators, whose buying started that recovery, seem to have realized their profits and are now operating in a transient off and on sort of way, but no longer consiltute a persistent bull element. The market is therefore dependent mainly upon its in trinsic strength backed up by the moderate buying of a bullish outside contingent and the expectation of the rise that usually at-

Inc. s at the opening of the year.
The situation contains some very important elements favoring speculation for higher prices. The satisfactory aspects of general business are well maintained, Accordings to the reports from trade cricles of general business are well maintained. Accordings to the reports from trade cricles is good reason for expecting that the commercial recovery of 1857 will be more than equaled in 1858. Advices from the agriculation of an important emount of farm active business than has been realized for many years and suggest a probability of the liquidation of an important emount of farm maintenance of the many series and suggest a probability of the liquidation of an important emount of farm maintenance of the many series and the best barometer of the remaintenance of the many series of activity. The best evidence of the magnitude of the current increase in this industry is affected by the series of the s

of the year the net business of 118 roads shows an increase of 11.12 per cent, whilst the gain in the gross earnings was only 5.2 per cent. This is a very satisfactory exhibit and evidences improved management in this class of investments.

The opening of congress has had little visible effect upon the interests represented in Wall street. Little new in politics was expected and little has mypeared. The common expectation was that the president would announce a strictly business policy and that is just what he has given, much to the satisfaction of the people at large, who above everything want a rest from disturbing political agitations. The general purpose of the president's financial policy and especially his declarations in favor of the maintenance of the gold standard, have awakened a responsive chord among the conservative classes at large and also helped confidence in our prospects abroad. The intense hostility of the silver element in congress to this feature of the message is a measure of the estimate placed upon the sound money policy of Mr. McKinley. He has made himself a center around which the conservative sentiment of the country may safely rally, which is an important gain toward the procurement of some measure of currency reform. Exactly what form that action may finally take is as yet far from certain. It is not likely to conform entirely to the measure presented by the secretary of the treasury; for while his genentirely to the measure presented by the secretary of the treasury; for while his gen entirely to the measure presented by the secretary of the treasury; for while his general purpose commands considerable assent, yet the details of his plan do not appear to sirike financial opinion as the best that could be devised. The plan of the Indianapolis convention is waited for with much interest. It has doubtless been carefully deliberated after consultation with numerous persons supposed to be well qualified to judge on the subject, and it is likely to present the most advanced and most generally approved ideas in the plan to be soon submitted to congress, Yet, after all, it is very possible that the silver element in congress may prove strong enough to defeat any action at the present session. In that case the discussion will, however, have educated public opinion to a point which will make money reform inevitable at a later stage.

ordinance look. Yet, after we had it, we would wonder how we got along without it for so many weary years."

About the time that this ordinance was passed, a correspondent of the India Rubber World counted the number of rubber-tired carriages to be seen on Fifth avenue of a pleasant afternoon, He found that seventy-three of every 100 of them had the noiseless tire. Just two years before, in April, 1895, he had made a similar count, and only eighteen out of 100 had the steel tire protected with rubber. This shows that in the case of fashionable equipages the use of the rubber tire is increasing enormously. All that is needed to extend the custom among the lower classes of vehicles is a commercial or economical incentive, pushed by a compelling law.

The need for rubber horseshoes is not so great, according to Dr. Girdner, because of the sure, though somewhat slow, disappearance of the horse. Then, too, the noise of the hoofs is not so detrimental to health, because it is a regularly recurring sound, and in itself is not specially annoying except, perhaps, on asphalt pavements, Here, because of the absence of noise from the vehicles, the sound of the hoof is accentuated.

Still, there are horseshoes with a rubber

contuated.
Still, there are horseshoes with a rubber rim on the bottom, and those with rubber calka. It is as certain that this is a saving of horsefiesh, as it is sure that a rubber-tired vehicle is easier to draw. Whatever saves the horse increases his expectation of active life. Thus there is an economical reason, so far as the horse is concerned, also,

Apple Stocks in the Country. ing of apple stocks is tabulated by B. W. Snow, statistician of the National Apple ings at the opening of the year,

The situation contains some very important elements favoring speculation for higher prices. The satisfactory aspects of work, For the leading points of accumulations and the contains and the prices. The satisfactory aspects of work, For the leading points of accumulations are contained to the National Apple Growers' association, from reports furnished by members of the association, supplemented in a few instances by returns the prices.

| rk. For the leading p<br>on estimates from a coff correspondents have<br>life for the minor pointally furnished by local   | consi                  | derable                 | eraged.                 | as the most important personages com-<br>with the runs. The special train that c<br>the Vanderbilt party from Cleveland to B<br>recently in record-breaking time came |
|--|------------------------|-------------------------|-------------------------|---|
| CITIES, Ston Mass  | Cold<br>Strig<br>Bbls, | Other<br>Strig<br>Bbls. | Total<br>Bbls,          | discussion, and considerable of the glory<br>nected therewith melved away as<br>circumstances were dissected in the r   |
| ston Mass.  teton, Mass.  vidence, R. I.  ams Basin, N. Y.  slon, N. Y.  on, N. Y.  on, N. Y.  pieton, N. Y.  titon, N. Y.  ritton, N. Y.  ri | 45,000                 | 10,000                  | 55,000                  | of an ideal country and an almost p   |
| tleton, Mass   |                        |                         | 1,000                   | roadbed. If the same locomotive and   |
| vidence, R. L.,  | *****                  |                         | 10,000                  | were placed on the roads that cross the   |
| ims Basin, N. Y  | *****                  | ******                  | 21 000                  | river or Alleghanies, it is a safe assert   |
| ion, N. 1  |                        | ******                  | 21,000                  | make that the time per mile would t   |
| olaron N. V  | ******                 |                         | 12 (00                  | creased by at least a dozen or more sec   |
| velenort N V   | *****                  | ******                  | 7.530                   | "Of course, I don't mean to detract   |
| Waln N V   | 20.000                 | 2 000                   | 23,000                  | the merits of that run," said a prom  |
| Iton, N. Y.  |                        | 0,500                   | 6,000                   | official from Philadelphia, nodding to  |
| Ivon, N. Y.  |                        |                         | 6,000                   | representative of the Globe-Democrat,   |
| rlotte, N. Y   |                        |                         | 4,500                   | representative of the Giobe-Democrat,   |
| de, N. Y   |                        |                         | 5,900                   | we frequently make time equally as fa   |
| nira, N. Y   | 6,500                  |                         | 6,5:0                   | that when we strike good sections o   |
| port, N. Y   | 5,000                  | 9,000                   | 14,000                  | read and the engineer can let his locon   |
| 10 va., N. Y.,,,,,,,,  | *****                  | 222224                  | 4,000                   | spread itself. I have been out on s   |
| ll's Corners, N. Y   |                        |                         | 4,000<br>7,000<br>3,000 | trains that have made time that would   |
| miin, N. X   |                        | *****                   | 3,000                   | your eyes open wide with astonishmen  |
| 1011, N. 1   |                        | ******                  | 0.000                   | it has frequently hoppened that our adv   |
| 10011, N. J  | ,                      | *****                   | 40.630                  | ing agent was not along, and the wor  |
| Il's Corners, N. Y milin, N. Y ion, N. Y ndail, N. Y Roy, N. Y ckport, N. Y ons, N. Y w York City were N. Y  | 20.000                 | 20,000                  | 50.000                  | large heard nothing of the performance.   |
| one N V  | 20 000                 | 15 000                  | 45,600                  | A DISMAL FAILURE.   |
| wfune N V  | Ong cars               | 10,000                  | 200                     | A DISMAL PAILURE.   |
| w York City  |                        |                         | 50,000                  | "About the most dismal failure I  |
| vero. N. Y   |                        |                         | 10.000                  | recall in the way of a special train,"  |
| chester, N. Y  | 18,000                 | 2,000                   | 20,000                  | tinued the official from the quiet city,  |
| e, N. Y  |                        | ******                  | 1,800                   | started from Jersey City some years   |
| annah, N. Y  |                        |                         | 1,000                   | At that time there was considerable spe   |
| us, N. Y   |                        | ******                  | 10,000                  | tion as to how far a train could be   |
| ita Greece, N. Y   |                        | *****                   | 5,000                   | without stopping for coal or water. The   |
| ncerport, N. Y   |                        | ******                  | 13,500                  | ernment was desirous of making cont   |
| renglas Deldes N   |                        | ******                  | 15 000                  | for the transportation of most and  |
| pension Bridge, N. 1   | *****                  | *****                   | 8 (99)                  | for the transportation of mail, and we  |
| Pington N V  |                        |                         | 1.500                   | gurated the limited express train for   |
| terport N V  |                        |                         | 2.500                   | benefit. To develop still better service  |
| legit N Y  | 1100                   |                         | 16,000                  | idea of continuous runs was discussed   |
| wark, N. J   | 10,000                 |                         | 10,100                  | great length in railroad circles.   |
| ladelphia, Pa  | 75,000                 | 10,000                  | 85,600                  | "The tanks holding water in the mide  |
| tsburg, Pa   |                        |                         | 3,500                   | the tracks had proved a great success   |
| ltimore, Md  | 13,000                 |                         | 13,000                  | the matter of stopping for water had  |
| rt Worth, Tex  | 5,000                  |                         | 5,000                   | done away with. This permitted a re   |
| w York City  wcgo, N, Y  chester, N, Y  se, N, Y  cannah, N, Y  its, N, I  it | +++++                  |                         | 15,000                  | 100 miles continuously, but then cam  |
| disville, Ky   | 7.000                  | 1,500                   | 8,500                   | Les mines continuously, but then cam  |

600 2.200 7,000

80,000 5,000

5,000 1,000

938,900 175 000 1,585,30

70,000 15,000

THRASHED HIM INTO GRACE.

Hannibai, Mo... Kansas City. Mo... Lee's Summit, Mo... New Cambria, Mo... St. Joseph, Mo... St. Louis, Mo... Springfield, Mo... Witsellur, Mo...

Wheeling, Mo., Lawrence, Kan

Reformation of a California Bully by Muscular Christianity. Muscular Christianity.

Rev, Stanley Wilson of the little town of Ramona, Cal, a little way from San Dieso, besides being editor of the Ramona Sentinel, is an all-around athlete. He can hold his own with the gloves with any amateur in the country, and he is his own fighting editor. And he doesn't carry a gun. He is a Baptist, and he rides the circuit, which embraces a number of small mining towns in the hills and mountains of southern San Diego country. When he is on the circuit he

syet the details of his plan do not appear to strike funactia opioins as the best facilities that the silve of the strike funactia opioins convention is waited for with much interest. It has doubtless been carefully and the strike of the st

### RUNS OF OFFICIAL TRAINS

Railway Managers Schedule a Few Stories About Specials.

ABANDONED

Work on a Down Grade\_How a Muscular Fireman Showed His Nerve and Was Promoted.

Some weeks since a group of about fifteen railroad officials, comprising presidents, general managers, superintendrets and passenger agents, assembled in Washington to arrange the winter schedules. They represented the railroads of the east, and are undoubtedly the brightest men in the business.

After a particularly hard day's work in the

matter of arranging a schedule to suit all

parties concerned, about a dozen of these gentlemen gathered around a window at one of the big uptown hotels, and, of course, talked "shop." After going over the day's work and several minor subjects, relates the Globe-Democrat, the group fell to discussing fast runs on the different roads, and then took up the subject of special trains. This subject is a favorite one with the heads of the different roads, as they generally figure as the most important personages connected with the runs. The special train that carried the Vanderbilt party from Cleveland to Buffalo recently in record-breaking time came under discussion, and considerable of the glory con-nected therewith melted away as the circumstances were dissected in the nature of an ideal country and an almost perfect roadbed. If the same locomotive and cars were placed on the roads that cross the Blue river or Alleghanies, it is a safe assertion to make that the time per talle would be increased by at least a dozen or more seconds "Of course, I don't mean to detract from the merits of that run," said a prominent official from Philadelphia, nodding to the representative of the Globe-Democrat, "but we frequently make time equally as fast as that when we strike good sections of the read and the engineer can let his locomotive spread itself. I have been out on special trains that have made time that would make your eyes open wide with astonishment, but it has frequently happened that our advertis-

"The tanks holding water in the middle of the tracks had proved a great success, and the matter of stopping for water had been done away with. This permitted a run of 100 miles continuously, but then came the of the bright young men of our road, and we had a few, put their heads together at that time and determined to try to make a continuous run from Jersey City to Pittsburg An extra large tender was provided, and the car next to it was loaded with coal. Rub-ber tubing was run from the floor of the cars to the axle boxes, carrying oil, and other little contrivances provided to lessen the chances of a stop as much as possible. Everything looked lovely for the run on the morning that the train started out of Jersey City, and as I saw the engineer oiling up the finest engine our company owned. I

knew he would do his part to make the experiment a success. The plan was to have the engineer go to the end of the division he was familiar with, drop off, and an engineer that knew the division they were entering thoroughly take charge. Everything passed off smoothly on the New York division, and on smoothly on the New York division, and the time made was something remarkable. As we passed through Philadelphia the weather-beaten engineer left us and the new man grasped the throttle for his race against time to Harrisburg, the other termi-nus of the division.

"Out near Bryn Mawr, a pretty suburb of Philadelphia, our special was simply shat tering space, and everybody was offering con-gratulations and predicting that records would be made that would stand for years A little defect then developed in the oi tube runing to the axle box on one of th and Charley Douglass, one of brightest young men in the employ of our company, grasped the handle alongside the steps, and, leaning far over, endeavored to repair the break. At the moment Douglass was deeply engrossed in his work the special dashed around a short curve, and the nex-instant poor Charley's head came in contacwith a milk stand alongside the track. He never knew what struck him, as his death was instantaneous. As the body was dashed from the steps I pulled the bell cord, and after running a quarter of a mile the train stopped and backed up to where the remain:

"Everybody knew Douglass well, and i took the heart out of every one on that train. The object of the special was lost, as a stop had been made, but for the rest of the run to Pittsburg the different engineers made records that stood for several years. That was the most dismal failure of a special train that has ever come to my notice, and to this day the experiment of making a continuous run from Jersey City to Pittsburg has not been repeated. Yet you fellows here would laugh at me if I hinted that officials as well as employes of railroads are superstitious."

RACING DOWN HILL. "I can recall a run made by a special train about three years ago," said a member of the group, whose road winds in and out of the Lehigh coal region, "that comes into my mind without the least trouble to my thinking apparatus. The special was made up of an engine and two cars, and the distance covered was only ten miles, but, al-though no record was kept of the time made

I am positive it was a record breaker for the distance.
"We had been up in the mining region inspecting the road, and were returning down the hill at an easy rate. As we neared a little telegraph office stuck in the side of the mountain our engineer noticed the young operator running toward the special like a wild man. The engineer lost no time in puiling up to meet him, and was more than frightened when he called out:

"Three loaded coal cars have broken loose up near the mine and are coming down the hill like h-l; pull out for Sidell for your

"While officials are averse to having their employes use profanity while on duty. I doubt if either one of us ever thought of the breach of the rules by the little operator. Sidell was ten miles away, and was the nearest siding, and away we flew. If up a little, jump and save our lives, but the engineer was true blue, and but forward his best efforts to save his engine and the two cars he was hauling. Sometimes I think these nervy knights of the throttle care

more for the equipment of a railroad than they do for the efficials."

This little sally on the side created considerable merriment among the group of old gray-bearded railroad officials, but the story teller was commanded to continue his tale Well, that engineer simply pulled the throttle wide open and after the special had made a tremendous start he closed her up, and we drifted down the mountain like the wind.

"When we started for Sidell we had about balf a mile the best of those runaway coal cars, and I don't believe they gained an inch was on the point of crying out a couple of times for the engineer to reverse the lever and put on the airbrakes so we could jump, as I was hanging on to the side of the engineer's cab for dear life, because at every curve we struck I thought

AND MANUFACTURERS OF OMRHA.

AGRICULTURAL IMPLEMENT .

#### ininger & Metcalf Co.

Agricultura: Implements.

#### Darlin, Orendorff & Martin Co

Jobbers of Farm Machinery.

ART GOODS

### Hospe

Picture Moldings. Mirrors, Frames, Backing and Artists'

BOOKBINDING, ETC

### Dees Printing Co.

ATROGRIPHING. PRINTING AND BOOK BINDING.

BJOTS-SHOES-RUBBERS,

#### Merican Hand Sewed Shoe Co Wfrs Jobbers of Foot Wear

The Joseph Banigan Rubber Co.

H. Sprague & Co.,

Rubbers and Mackintoshes.

Omnha, Neb.

### P. Kirkendall & Co

Boo's, Shoes and Rubbers Salesrooms 1102-1104-1106 Harney Street.

T. Lindsey, WHOLESAL

RUBBER GOODS

Owner of Chief Brand Mackintosher

## Morse-Coe Shoe Co

Boots, Shoes, Rubbers,

### Williams-Hayward Shoe Company

Wholesale Shoe Manufacturers Western Agents Goodyear Glove Rubbers 1114 Harney Street.

BAGS

# Bemis Omaha Bag Co

BAGS

614-16-18 South 11th Street

BAKING POWDER-EXTRACTS.

#### Farre II & Co., SYRUPS

Also tin cans and Japanned ware

CHICORY

### The American Chicory Co.

Growers and manufacturers of all forms Chicory Omaha-Fremont-O'Neil.

and I must say. with the exception of a little paleness, they went through the ordea! REMARKABLE NERVE.

"The nerve displayed by that engineer is met every day in railroad life," chimed in a gray-haired veteran; "but, speaking of special trains, I ran across a nervy display—this time by a fireman. About two years ego our division received a new locomotive of very peculiar pattern, being exceedingly large and equipped with many dew patents whereby great siped was to be attained.
"I was superintendent of the road then and cetermined to take the engine out myself on a special schedule and ascertain if the new ideas were practical? I selected a first class engineer and fireman to accompany me. The

latter particularly I want to call attention to, us he plays a very important part in my story. He was six feet tall and built in proportion and as he stood in the glare of the open firebox presented a picture worth; The locomotive proved to be all the build-

ers claimed for it, and ran the record up to sixty-one miles an hour, which is quite a speed for our road, being possessed of many sharp curves and grades. When the engine was going her best and had just rounded a sharp curve I noticed directly ahead a little girl half way across a single-track bridge that spanned quite a body of water. "There was no room for the child and engine to pass on the structure, and in de-

cause at every curve we struck I thought we would leave the rails, but as he and his fireman stuck gamely to their posts without a quiver I knew it would never do for me to weaken first.

"We finally reached that siding. I thought it was about a month from the time we had received the warning, and in about twenty-five seconds the three cars dashed by with a runsh, and were caught as they stalled on a heavy up grade near the base of the mountain. There were half a dozen attaches of the road in the rear car during that run,

"My reversing the engine startled the half

CROCKERY AND GLASSWARE

# H. Bliss,

Crockery. China, Glassware, Silver Plated Ware, Looking Glasses, Chan-dellers, Lamps, Chimneya, Cutlery, Etc. 1410 FARNAM ST.

#### CREAMERY SUPPLIES

he Sharples Company

Creamery Machinery and Supplies.

Bollers, Engines, Feed Cookers, Wood Pul-leys, Shafting, Belting, Butter Pack-ases of all kinds.

907-909 Jones St.

COAL.

### Sheridan Fuel Co.

Office 1605 Farnam Street. SHERIDAN COAL. N. Dietz, President. Gould Dietz, Sec. & Tree

DRY GOODS.

## E. Smith & Co.

Dry Goods, Furnishing Goods

AND NOTIONS. DRUGS.

### Dichardson Drug Co.

902-906 Jackson St.

. C. RICHARDSON, Prest.

#### The Mercer Chemical Co.

M'f'rs Standard Pharmacoutical Prepara-tions, Special Formulae Prepared to Order Send for Catalogue. Laboratory, 1112 Howard St., Omaha

# E. Bruce & Co.

Druggists and Stationers, "Queen Bee" Specialties, Cigars, Wines and Brandies, Corner 10th and Harney Streets

ELECTRICAL SUPPLIES.

#### (A/estern Electrical Company

Electrical Supplies. Electric Mining Bells and Gas Lighting

### Wolf Electrical Supply Co

WHOLESALE AND RETAIL ELECTRICAL SUPPLIES 1804 Farnam St.

FRUIT-PRODUCE.

### Branch & Co,

Commission Merchants. S. W. Corner 15th and Howard Sts. Members of the National League of Commis-sion Merchants of the United States.

### Streight & Howes,

Fruit and Vegetables SPECIALTIES-Strawberries, Apples, Oranges Lemons, Cranberries, Potatoes, 1017 Howard St

FURNITURE

# Dewey & Stone Furniture Co

Furniture -- Draperies

dozen railroad men in the slogle coach I was Did Nonh Webster Steal It or Did the Irish Steal it from Nanhf front platform to ascertain the cause in time

witness an act worthy of the brivest man. "As the little girl's form sank beneath the dark water another figure went whirling through the air. It was that big fireman of mine. He had seen the child similaneously with me, and, acting instantly, had jumped down on the step between the engine and ten der, and as the girl sprang into the water ha leaped after her. Owing to the velocity of the train his body whirled around like a ball before striking the water. The stream had become quite swollen by recent rains and the current was swift. The fireman had hardly disappeared under the water than the child was seen several yards in front of the place where he struck, but he quickly came to her. The little thing went under a second time, but as she arose my fireman was at her side, and, grasping her firmly with one arm,

he turned, and after a hard struggle, man-oged to reach the shore, almost exhausted. "While the struggles in the water were gofinally brought it to a standstill a short dis-tance from the end of the bridge. We im-mediately deserted that special and all of us rushed down to the back of the river and yelled encouragement to the brave fellow. As he came out, puffing like the sir-brake on a locomotive, we gave him three cheers and a tiger, but he only replied to it with the re-

'Christopher Columbus, that water's

but I wasn't through with him. I sized him up this way: A man with his nerve and selfpossession was out of place shoveling coal into a locomotive and belonged upon the seat allotted to engineers, and the next pay roll he signed was as one of the knights of the throttle." TYPE FOUNDRIES.

#### Creat Western Type Foundry

Superior Copper Mixed Type is the ELECTROTYPE FOUNDRY.

GROCERIES .

### cCord-Brady Co.

13th and Leavenworth St. Staple and Fancy Groceries, IEA AND COFFEE ROASTERS, Etc.

### Meyer & Raapke.

FINE GROCERIES Teas, Spices, Tobacce and Cigara.

#### Daxton and Gallagher Co

1403-1407 Harney Sareet

GAS COFFEE ROASTERS AND JOBBING GROCERS. Telephone 282.

HARNESS-SADDLERY

### H Haney & Co.

HARNESS, SADDLES AND COLLARS Jobbers of Leather, Saddlery Hardware, Etc. We solicit your orders. 1315 Howard St.

HARDWARE.

## Rector & Wilhelmy Co

Wholesale Hardware, Omaha.

#### ee-Clark Andreesen **Hardware Co**

Wholesale Hardware. Bicycles and Sporting Goods, 1219-21-23 Harney street.

LIQUORS.

# Walter Moise & Co

LIQUORS. Proprietors of AMERICAN CIGAR AND GLASS WARE CO. 214-216 South 14th St.

### ler's Eagle Gin

East India Bitters Golden Sheaf Pure Rye and Bourbon Whiskey Willow Springs Distillery, Her & Co., 1112

# Frick & Herbertz,

Wholesale Liquor Merchants.

### 1001 Farnam Street Riley Brothers,

Wholesale

Liquors and Cigars.

### John Boekhoff,

WHOLESALE Wines, Liquors and Cigars.

413-415 B. 15th Street.

Said the old man whose recent eulogies of

Dr. Noah Webster were exploited in th

columns of the Utice (N. Y.) Observer: "Was

Noah Webster a plagiarist or did the English

steal from him? I was led to ask these ques

tions by being shown recently the Uni-

versal Spelling Book, published in Dublin in

1839, by T. Tegg & Co., which contains the story of the boy that store apples, with an

exact reproduction of the Websterian illustration. It runs as Mows: 'An old man found rude boy upon ne of his trees steal-

but the young sauce-box told him plainly h

would not. "Won't you?" eays the old man. "Then I will fetch you down." So he pulled up some turks of grass and threw at him but this only made the youngster laugh, to think the old man should cretend to beat

him out of the tree with grass only. "Well well," says the old man, "If neither word

nor gross will do, I must try what virtue there is in strues." So the old man pelted him heartily with stones, which soon made

the young chap hasten down from the tree and beg the old man's pardon. Now, when

ing apples, and desired Lam

SPELLING BOOK APPLE STORY

### Weare Commission Co.

Crain, Provisions and N. Y. Stocks Orders Cash and Future Delivery Solicited, Omnha Office, Room 1, N. Y. Life Bldg. FLOYD J. CAMPBELL. Manager.

#### JAMES E. BOYD & CO., l'elephone 1039. Omaha, Neb COMMISSION,

GRA N PROVISIONS and STOCKS BOARD OF TRADE. Direct wires to Chicago and New York. Correspondents: John A. Warren & Co.

TELEPHONE 1953.

#### 10 Board of Trade Bldg , Omaha, Neb GRAIN, PROVISIONS, STOCKS

Branch Office. 1038 N St. Lincoln, Nob.

that it was made in Connecticut. And the cicture accompanying it. Was not that little hours Jerry Griswold's, and the 'old man' Priest Pruden? And the boy, did he not bear a striking resemblance to me in my best white trausers? All these impressions remained until recently, when I saw the picture in the Universal Spelling Book, where it looked wonderfully frish to me. I wish some of you fellows would find out whether Noah Webster was a plagiarist or the victim of Britian publishers.

'In the Universal Spelling Book under the head line, 'Words of Seven Syllables, Ac-

LUMBER

### Chicago Lumber Co.

WHOLESALE LUMBER ... 814 South 14th St.

LUMBER.

### N. Dietz,

WHOLESALE AND RETAIL

LUMBER

## Geo. A. Hoagland

Wholesale Lumber. Lime, Etc. 9th and Douglas Sts.

OYSTERS.

### David Cole & Co.

KING COLE OYSTERS. CELERY AND POULTRY,

OILS-PAINTS

#### Mational Oil and Paint Co

Air Floated Mineral Paint And Paints of All Kinds, Putty, Etc. 1015 and 1017 Jones St.

A. Moffet, 1st Vice Pres. L. J. Drake, Gen Mgr .... OILS....

**C**tandard Oil Co.

Gaso, inc. Turpentine, Axle Grease, Etc. main Branch and Agencies, John B. Ruth Mgr. PAPER-WOODENWARE.

arpenter Paper Co. Printing Paper, Wrapping Paper, Stationery.

Dibbel Paper and Woodenware Co.

Corner 12th and Howard streets.

Woodenware.

Wrapping Paper, Stationery,

## STEAM-WATER SUPPLIES.

Crane-Churchill Co. 1014-1016 Douglas Street.

United States Supply Co . . .

Water Supplies of All Kinds.

Steam Pumps, Engines and Bollers, Pipe, Wind Mills, Steam and Plumbing Material, Belting, Hose, Etc.

1108-1110 Harney St.

#### TOYS AND FANCY GOODS. Hardy & Co.

Toys, Dolls, Albums and FANCY GOODS. House Furnishings, Children's Carriages, Etc.

1319 Farnam Street. YEAST-BAKING POWDER.

# On Time Yeast Co.

Manufacturers' celebrated "On Time Yeast" and German Baking Powder. Satisfaction 4301 to 4321 North

Iwenty-eight Street.

#### OLD COLONY BUILDING, CHICAGO. embers Chicago Board of Trade since 1862.

# H. R. PENNEY & CO.,

I first read that story, something more than fifty years ago, no doubt entered my mind that it was made in Connecticut. And the