THE FIELD OF ELECTRICITY

Comparative Cost and Profit of Operating Street Railways.

CABLE, ELECTRIC AND HORSE POWER

Tesla's Latest Contribution to Electrient Science-Facts from the Patent Office-Other Developments.

operation in the streets of New York City. This statement was prepared at the instance In 1880 there were but three electric light of President H. H. Vreeland of the Metro- and power establishments in the United politan company. The article says, in part: States, employing 229 persons and producing

'The company's experience points unmis- an output value of \$458,400. The investment takably to the great superiority of electric- in electric lighting stations and plants in ity over both horses and cable, not only in the United States today is estimated at trame handling capacity, but in economy, over \$600,000,000. The year 1880 also marks This will come as a surprise to many who the commercial advent of telephony. At the have believed that the cable system, cer- close of 1896 there were in this country 967 tainly in its own peculiar sphere of great telephone exchanges and 832 branch offices. traffic destiny, is the cheapest and best mo- using 536,845 miles of wire and employing tive power extant.

"The rapid disappearance of the cable system in America has been attributed by \$100,000,000. most foreign engineers and not a few Americans to a desire for unification of motor power, or to the greater popularity and handsomely paying lead. Many of them are traffic earning capacity of electric cars in going into the amusement business as an competition with cable line. Few have auxiliary to the operation of their lines. ventured to assert in the absence of definite | The president of a Pennsylvania traction figures that electric cars replacing cable company conceived last spring the project over heavy traffic routes could be operated of giving the passengers on its cars and the at a less cost per car mile, but the figures general public also a free vaudeville pereconomical considerations alone there is no place for the cable in modern street rail-

After reviewing the building of cable and road itself. Next year, so successful has underground trolley lines the article con-

"For the year the operating expenses of the cable lines were 16.42 cents per car mile, of the horse lines 17.87 cents and of the electric lines 10.23 cents. For the three months' period, which is more favorable to electric operation, the cable lines cost 17.55 cents, the horse 17.89 cents and the electric 10.06 cents."

In this time the total passenger receipts of the company were \$10,424.695, with operating expenses of \$3,336,127. The article

"During the twelve months' period the cable lines operated at 47.7 per cent of their passenger receipts, the electric lines at 37.9 per cent, the horse lines at 65.3 per cent and the entire system at 53.3 per cent During the three months period the cable lines operated at 52.7 per cent of their passage receipts, the electric lines at 38.6 per cent, the horse lines at 62.1 per cent and the entire system at 50.9 per cent.

"It must not be hastily assumed from the remarkable showing in these statements that the underground electric system could be adopted with financial or engineering success by street railway companies in general. New York City and Washington, which have the only electric conduit roads of any size found in America, are peculiarly fa vored in the matter of climate and cleanliness of streets, the rainfall and spowfall during the year being extremely small.

'Morcover, the conduit system, even in its cheapest form, is enormously more expensive than the overhead electric system, costing from \$50,000 to \$100,000 per mile of single track, according to the pipes and other obstructions which have to be removed. Only the very largest cities of the world, where the traffic densities are extremely heavy, can afford such initial costs, and not only would the street railways of smaller cities, particularly those which have spent large sums for the overhead electric system, be financially ruined | be by the forced adoption of the underground of the equipment depreciates from other conduit system, but extensions into and de- causes, such as heating, overloading of the velopment of suburban areas would be greatly hampered, while, even if overhead by the motorman, etc.; but these effects rights should be conceded for suburban are not necessarily visible, and they are fines, the inconvenience to the public ordinarily only remedied after a breakdown through transfers would be very great."

Tesla's Latest.

Nikola Tesla, who has added much to the world's knowledge of electricity and electrical phenomena, announces in the current issue of the Electrical Review his discovery of a new method of transmitting large quantities of electrical energy to any distance without the employment of wires or other metallic conductors and with a loss in transmission so small as to be practically inappreciable. The only conductor used is the atmosphere at great altitudes, where it is extremely rarified.

Mr. Tesla's discovery differs from others exploited as methods of telegraphing without wires and so forth, it is contended, in that it transmits any quantity of energy generated up to millions of volts and without

He asserts that by his plan there is true conduction and not, as in the case of other in service experimentally in Berlin. methods referred to, an induction or electri- cording to a German contemporary, the cal radiation. Phenomena accompanying bus has accommodations for twenty-six these methods preclude the transmission of passengers, measures twenty-three feet in any considerable quantity of energy and in- length by six and one-half feet in width, volve a great loss of power, so that, it is while its weight, including the battery, is urged, they are of little practical import- 6.65 metrical tons. The battery, which con-

It has long been known that if air enclosed in a vessel be rarified it becomes a tons and is stated to have a capacity suffitrue conductor of electricity, though of high cient to run the vehicle a distance of resistance. Mr. Tesla has discovered, how, thirty-seven and one-half miles at a speed ever, that the conductivity of air increases | ranging from six to twelve kilometers per rapidly with the increase of electrical press hour. The motor is geared to the front sure and its degree of rarefication and the axle of the omnibus. purpose of the apparatus which he has devised is to turn this discovery to account.

Stripped of technicalities this apparatus comprises a line connecting a transformer. which communicates with the source of electrical energy, and a terminal high in the air. This terminal is a metallic globe of large surface.

It is suspended by a balloon at such an altitude that the air is extremely rarefied the electrical energy. If there be high mountains in the neighborhood the terminal must be above their crests to prevent leakage of energy. At the receiving end is a similar apparatus. Here, however, the terminal performs the function of collecting the energy projected from the first terminal mentioned and transmits it to the transformer, from which it can be distributed for

The transformer comprises an insulating core or spool, around which are wound many thicknesses of fine wire, forming in the transmitting apparatus the secondary or high tension coil, and around it are wound a few turns of coarse wire, forming the primary or low tension coil. In the receiving apparatus the fine wire constitutes the primary and the coarse wire the

secondary coll. No rule can be laid down as to the degree of elevation, required for the terminals. which depends entirely on the condition of the atmosphere and the character of the country. They must, however, be much higher than the highest objects surround-

ing them. This method of transmitting energy, Mr Tesla says, can be used by ships at sea or by vessels floating in the air. It can be used to transmit power over high mountains when the stringing of wires or lay ing of other conductors would be difficult or impossible, or by projecting energy across rivers or lakes, saving the trouble and ex-

pense of submarine cables. While not designed primarily for tetegraphing, but for the transmission of power in large quantities, he says the method can be applied to telegraphic purposes also, as

ation of electrical industries. The manufac-

ture of electrical apparatus and supplies

ployed in seventy-six establishments, pro-

11,425 people. The amount then invested in

telephone property was estimated at nearly

A Paying Lend.

Should Engage in Amusement Business."

and the nature of the surrounding country.

and controlled by the city the practice of

charging an entrance fee to the places of

amusement-for which the 5-cent fare may

be in some cases taken as equivalent-and

serve as a feeder to the others. There is,

however, another side to this question aris-

so large a number of persons have to be

time, and the consequent loss to the com-

pany in the form of payment for damages.

column of the amusement business of elec-

tric railroads. The question, however, is

favorably looked upon by street-railway

managers, and it is believed that if this sort

Causes of Depreciation.

The vagaries of electric street railway

equipments are often sorely perplexing to

the superintendent. The causes for mechan-

ical depreciation are strains, frictions and

vibrations, and the remedies for them can

motors, the improper use of the controller

has occurred. An inquiry into the various

a large part of the cost was chargeable

to the time taken to locate them, and often

dismantling the equipment to find them.

many cases the cost of these electrical re-

stances which came within the scope of an

investigation on the subject the cost of the

a 100-ton freight locomotive on the Penn-

Electrical Notes.

An electrical omnibus has lately been put

sists of 120 cells, contained in twenty-four

boxes, weighs about one and three-fourths

An Italian electrical expert considers that

for steam locomotives the limit has now

horse-power and weighing 154 pounds per

horse-power. For progress, therefore, he

looks to the electric motor fed from a central

station, this being the lightest motor known;

he believes that the weight can be reduced

twenty-two pounds per horse-power and

that the absence of any reciprocating parts

removes all limit to the ultimate speed at-

tainable. He believes that the present field

Some curious causes of fire are described

by the Street Railway Review, A workman

Chicago, dropped a tool, which made elec-

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Omaha.

while since on the South Side elevated.

of electric traction is that of local lines re-

quiring frequent journeys and light trains.

been reached, the best types developing 1,500

Ac

sylvania railroad.

Moreover, while repair was made on the

easily applied; but the electrical part

may acrue from it.

It appears that in some cases this liability

Electric railroads have struck a new and

a current of very low power can be trans- and traffic between the down town terminus Nebraska, locating first at Loup City. Dur- an instructor in the Syracuse, N. Y., High mitted as easily, and practically without and Thirty-third street was blocked for over ing his residence in Sherman county he was school and was for three years principal What the Patent Office Shows. The last report of the commissioner of patents gives some historical notes on the he electrical equipmentnfluence of patented inventions in the cre-

It is a common thing for hotels to bave beir own laundries, their own electric lighting plant and their own bottling muchinery, began to be of importance shortly before but the Hotel Metropole in New York is 1880. In that year 1,271 people were emprobably the only one that does its own electro-plating for the purpose of renovatducing an output valued at \$2,655,036. In ing its spoons and forks and other articles en years the output, which has risen to from which the silver has been worn off. \$19,114,714, engaged the labor of 9,485 per- The plant, which has been in operation for sons in 189 establishments. Since 1890 the some time, says the Electrical Engineer of increase in the industry has been propor- New York, has fully justified the first cost tionately large. The exports of "instruments of the outfit and has shown the economy There appears in the November number and apparatus for scientific purposes, in- and feasibility of this novel scheme. As the of the Street Railway Journal an interesting cluding telegraph, telephone and other elec- operator of this plant is not kept busy constatement as to the comparative cost and trical appliances," amounted in value to stantly, the guests not eating the silver off profits of cable, electric and horse railway \$3,083,900, having increased to this amount with sufficient rapidity, he devotes the refrom \$88,383 in 1880 and \$1,429,785 in 1890. mainder of his time to the buffing of the silverware.

SOME LEGISLATIVE NOMINEES

E. N. Allen, Furnas County. E. N. Allen of Arapahoe, the republican nominee for state senator in the Twentyninth district, is a native of Wisconsin, having been born in Dane county, that state. In early life he moved with his parents to school education. Later he went to Evansville, where he attended the Baptist seminary. In August of 1875 he arrived in Furnas county, this state. He attended the in the county. He held this office with credit and success for two terms. Retiring from this position with an excellent record, money-making scheme, but simply as a some time, finally embarking in the hardfeeder of the road traffic, but it has actually turned out to be more profitable than the years he has conducted with conspicuous success, a large and constantly increasing the venture been, the company is going to business, one of the largest in southwestern can buy. So important is this new departure in street railroading that at the recent business methods built up a successful, street-railway convention in Boston one of Two years since he profitable business. that on "To What Extent Street Railways district, succeeding in running over 600 votes ahead of his ticket. His renomination The opinion on this question was that it was was unanimous, indicating complete conlargely dependent on local conditions, such fidence in his ability to roll up the largest as the extent of area and population of possible vote in this district. He is a staunch cities, the climate, the tastes of the people republican and an active, winning campaigner. If elected, and the outlook is very Where the places of amusement are owned encouraging, he will give a good account of himself in the halls of legislation.

Chester H. Aldrich, one of the nominees also as extra fee for any special attraction for the lower house of the legislature in Butler county, was born in Ashtabula county. within the pleasure ground itself, is recommended. It was the general belief that the Ohio, in 1862. He was reared on a farm and promotion of amusement enterprises was a his early education was secured in the coungood method of stimulating business, and try school, later at a High school, and that while it might cause a congestion on finally graduating from the Ohio State unia certain part of the line this portion might versity. He came to Butler county in the fall of 1888 and for three years was principal of the Ulysses High school. He put in his spare time studying law, and finally ing out of the liability to accidents where entered the office of Waldo Bros. He was admitted to practice in 1891 and moved to transported to one place in a short period of David City, where he has built up a fine practice. In securing his education he had no assistance, but paid his own way. His success in Nebraska has also been due to has cut a very large swath in the profit his own, unaided efforts, as he came here a perfect stranger.

John F. Wenzl, Pawnee County. Pawnee republicans have nominated as one of service is properly handled large profits F. Wenzl of Steinauer. Mr. Wenzl is a native of Bohemia, where he was born in 1857, a member of the county board of Pawnee in that capacity. He is well known throughout the county, and has a reputation for integrity which is a guaranty of his record as a legislator.

Dr. M. T. Zellers, Dodge County. Dodge county republicans present to the voters for their suffrage as candidate for one of the representatives from that county, Dr. elements of outlay in electrical repairs in a M. T. Zellers of Hooper. He is a man of 37 number of car barns made it apparent that years of age, hailing from Pennsylvania. As a boy he lived on a farm and his educational advantages were limited, but he was ambitious and made the most of his opportunities. When a little more than a boy he broken part, the primary cause of the learned telegraphy and by strict attention to breakdown was often left unremedied. In duty he secured promotion after promotion and at the time of resigning to take up the study of medicine he was holding a pairs has been abnormal and quite out of proportion to the revenue obtained from the operation of the equipment. In two ingeneral manager wrote him a letter, from which the following is an extract: "Your long and faithful service with the company has obtained for you the entire confidence electrical repairs of the equipment per car of its officers and also their highest remile exceeded the repairs per car mile of spect for your capabilities." He graduated with honors at one of the best medical coleges in the country and for the last ten years has practiced his profession in the town of Hooper with eminent success. has always been public spirited and taken an active part in any move tending to ben-

efit the community in which he lives. Andrew L. Sandall, York County. Andrew L. Sandall, the candidate for the ower house, from York, still lives on the original homestead which he settled on in the fall of 1871. The eighty acre homestead, however, by industry and frugality, has grown until it embraces 400 acres. Mr. Sandall is a native of Sweden and came to this country in 1858, when 10 years of age. He settled with his parents in Henry county, Iowa, and there secured a common school education. He came to this state in 1871 to obtain a home of his own and now has one of the finest farms in York county, well improved and well stocked. He was married in 1873, he and his wife being the first ouple married in the first church erected in the county. He has always been a farmer and all of his interests are identified with the farming classes. He has been repeatedly honored by his neighbors in the way of election to office and the confidence has never been misplaced.

John Wall, Valley County.

Valley county republicans present as their Supos candidate for the legislature, John Wall of over. Arcadia. He was in Arcadia before there was any town there, having surveyed and platted the town. He is a New Yorker, but trical connection between the third rail and his parents removed to Michigan when he a large gas pipe caried on the structure. A was very young and Mr. Wall grew up and MissC ONO Aff hole was burned in the pipe and the gas was educated in that state. He began the ignited. The fire department was called out study of law in 1874 and in 1878 came to

two hours. The wiring in several cars was elected county clerk. He removed to Valley of the Binghamton, N. Y., High school. Ot surned out and the cars set on fire. A few county in 1887 and located in his present account of failing health he came west and days previous to this another one of the cars home, engaging in the practice of his pro-was set on fire by arcing in a portion of fession. He soon became extensively inter-be was engaged in the banking business.

George F. Milbourn, Kearney County

George F. Milbourn of Minden is the candidate for the lower house in Kearney county. He is a native of Ohio, having been born in the home town of President McKin-His parents moved to Illinois when he was only 2 years of age and this state was district, composed of Cuming and Burt coun-Mr. Milbourn's home until he came to Ne- ties, is Daniel C. Giffert of Cuming county. braska in 1872. His father, mother, two He was born in Chicago in 1855. His father Kearney and worked in an implement and train house. He subsequently was agent of the railroad and also served as an express purchased an elevator at Minden and engaged in the buying and selling of grain. which is still his business. In addition to the elevator at Minden he conducts similar establishments at Brandon, Edison, Benkleman, Trenton and Maxon. His entire career has been characterized by energy and in-Sauk county, where he secured a common dustry, which, with straightforward dealing, has won him success.

Thomas J. Pickett. Saunders County. The republicans of the Fifth senatorial State university for some time, working in district realized that they had a hard fight the harvest field during vacation in order on their hands and they picked out a fighter to maintain himself in that institution. He to make the race, in the person of Thomas was, in 1879, elected county superintendent J. Pickett, the editor of the Wahoo Wasp. of Furnas county, receiving every vote cast He has represented the district, which is composed of Saunders and Sharpy countles, in the state senate, having been elected in 1888. He was born in Peorla, Ill., in here given show conclusively that from formance. The theater was not started as a he was interested in the stock business for 1850 and with the exception of a few years mark in 1883 at the age of 20 and obtained ware business at Arapahoe, where for twelve until he removed to Nebraska in 1879. He twice as postmaster of that city, one term give the public the best show that money Nebraska. Starting with nothing, he has commencing in 1883 and the other in 1892 by energy and intelligent application to After serving three years of his second term he resigned and moved to Wahoo, where he has since been engaged in the publicathe papers most exhaustively discussed was made a great, but hopeless fight in this tion of the Wasp, which is a stalwart advocate of the republican cause.

> Charles E. Hicks, Webster County. Charles E. Hicks is the candidate for representative in the float district, composed of the counties of Webster and Adams. His home is at Bladen, where he is one of the most enterprising of the city's business men. land him in the legislature. H. M. Conover, Richardson County.

One of the candidates for the legislature in Richardson county is H. M. Conover of He was born in Illinois in 1854 and lived in that state until the fall of 1881, when he removed to Nebraska and settled in Richardson county, which has ever since been his home. His present business is the buying and shipping of live stock. His early life was spent in a section which was intensely democratic and which during the late war of their candidates for the legislature John | contained a majority of sympathizers with the south. His father was, however, a strong supporter of the republican party and coming to this country when he was 10 his son has followed in his footsteps. He years of age and settled in Nebraska, which has always been an active worker in whathas been his home ever since. He has been ever position he has been placed, and if elected can be depended upon to be one of county and served with credit to himself the working members of the legislature. In the community in which he lives he has during all his long residence borne a reputation for strict honesty in all of his dealings.

W. J. Halderman, Pawnee County. W. J. Halderman of Burchard is the nomince for senator in the First district, composed of Richardson and Pawnee counties. He was born in the Keystone state 58 years ago. His parents were of German nativity and were farmers. On the farm Mr. Halderman grew up until he enlisted in the union army during the war, participating in numerous battles, among them Anteitam, Fredericksburg and the Wilderness. He was twice wounded and was once a prisoner of war and confined in Libby prison. From the ranks he was promoted to be a lieutenant. He came to Nebraska in 1870 and engaged in the mercantile business and farming until 1880, when he was elected treasurer of Pawnee county and served two terms. At the expiration of his term of office he removed to Burchard and engaged in banking and farming. He served in the Nebraska legislature during the session of 1876-77. His present nomination was made by acclamation.

Charles A. Fowler, Fillmore County. Charles A. Fowler of Ohiowa is the candidate for the senate in the district composed of Fillmore and York counties. He is a New Yorker by birth and his youth he began teaching school and later took a a young man, came to Nebraska in pioneer

ested in real estate and later engaged in His health again becoming poor he removed the mercantile business, at present conduct- to a farm and has made a success of this, ing one of the largest stores in Valley as he has of everything else he has under county. He has always been a consistent taken in life. He was admitted to the bar in 1876, but never practiced his profession un til six years ago, when he removed to Ohiowa. He has never sought or held office and did not seek the nomination which was tendered him.

Daniel C. Giffert, Cuming County. The candidate in the Seventh senatorial brothers and two sisters came through with entered the union army during the war and wagon and settled at Elm Creek. He was killed. His mother had died three farmed for one year and then moved to years previously and thus young Giffert was left at an early age to shift for himself, which he has done in a successful manner. He learned the trade of upholsterer. messenger, which position he resigned and In 1877 he removed to West Point and engaged in buying and shipping stock. He has always been foremost in promoting any enterprise for the benefit of his home city and county, and is largely interested in most, if not all, of the various enterprises which have made West Point one of the most prosperous and lively cities in the state. In addition to his interests in the city he is one of the heaviest landowners in that section of the state, and takes an active part in the management of his variour farming enterprises. As mayor of West Point he made an enviable record in caring for the interests of the taxpayers.

Henry Harkson, Lancaster County. One of the team of four candidates for the house from the Thirtleth district, Lancaster county, is Henry Harkson of Davey. spent in Kentucky lived in his native state mark in 1883 at the age of 20 and obtained employment in a grocery store at Davey came to Saunders county in 1880 and estab- when the town was located on the Elkhorn lished the Ashland Gazette. He served river. He later went into the same business for himself, and seven years ago bought a farm pear the town, where he has been engaged in farming and feeding cattle. Under Harrison's administration Mr. Harkson served as postmaster at Davey for four years. In 1895 he was a member of the house of representatives and acquitted himself in a creditable manner.

W. D. Haller, Washington County. W. D. Haller, candidate for the house of representatives from the Eleventh district is a progressive pharmacist of Blair. Mr Haller is a "Badger," having first seen the He was born in Pennsylvania and removed light at East Troy, Wis., in 1846. He was when young with his parents to Illinois. In raised on a farm and obtained his educa-1876 he came to Nebraska and settled at tion at district and high schools, com-Guide Rock, from which place he removed to pleting with a course at the college at his present location. He has always taken Berna, O. He served an apprenticeship in a deep interest in the public school system | a prominent drug store in a Wisconsin city and in all matters pertaining to education. and in 1871 came to Nebraska, opening a His reputation, both in private and public drug business for himself at Blair. He is life, is that of a most correct and upright a member of the State Pharmaceutical asman and has earned a popularity in his sociation and has been twice vice president home town and section which promises to of that organization. He has been a member of the Board of Examiners of the association for five years and is now president of the board. Mr. Haller has been three times elected mayor of the city in which he lives and has served six terms as councilman. He has also served as state senator and representative, making an enviable record in the last session.

J. D. Evans, Adams County. J. D. Evans, a successful farmer in Kenesaw township, has been selected by the republicans of the Forty-fifth district to represent Adams county in the house of representatives. Mr. Evans has been familiar with the history of the state for twentyfive years and has followed closely the work ings of every legislature since 1873. Mr. Evans' career in the state has been a very active one and he has been identified with various important concerns. He has been the editor of the Hastings Nebraskan and creditably performed the duties of cashier of the internal revenue office at Omaha when the collections aggregated over \$2,000 .-000 a year. When the railroad was ex tended to Hastings Mr. Evans purchased a townsite and had the town of Stockham surveyed and platted.

A. W. Lane, Lancaster County. A. W. Lane, candidate for the house from Lancaster county, has never been a candidate for public office, but he has been well known for a number of years to the republicans of the Thirtieth legislative district. He was born and raised on a farm, but finally was able to finish a law course and was admitted to the bar at Owattonna, Minn. He was married in 1885 and removed in the same year to Nebraska, where practice of law. He is a stalwart republican and has always taken an active interest in local and national politics. For the last year he has been president of the Young Men's Republican club at Lincoln, one of the most efficient political organizations in the state. He has gained consider able prominence in his profession and has been connected with important litigation.

Paul F. Clark, Lancaster County. One of the republican candidates for the house from the Thirtieth district, Lancaster was passed principally on a farm. At 19 county, is Paul F. Clark, who, although term at the Cortland Normal school. Dur- style. He was born in Green Lake, Wis., ing his teaching career in New York he was in 1861 and moved to Nebraska in an emi-

Read a Sunday advertisement, entitled-"Wonderful Barqains"-about like this: \$20 sideboards now \$9.75. \$24 bedroom suits now \$13.58. \$7 rockers now \$3.14. \$35 stoves now \$17.63-and so on. It must have occurred to you that this shopkeeper is a wonderful liar, if not worse. Would it be safe for you to trade at such a place? Could you rely on any statement made by such dealers? We think not.





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grant wagon at the age of 19. His earlier | reached Batavia, Ill., where he spent five ife was spent on a farm, but he finally obtained an opportunity for a college train- | In 1881 Mr. Hanson came to Nebraska and ing and attended the university, where he with his brother, went into the mercantile graduated in the class of 1887. later he began the practice of law in Lin- his interest soon afterward for sufficient to coln, in which he has been since engaged, allow an investment in a small farm, to Mr. Clark was a member of the regislature which he has applied himself since. Mr. in 1897 and has established a reputation Hanson has held a number of township ofor thorough republicanism, which he regards as his highest qualification for office. the county convention. He has been presi-

F. M. Hallowell, Buffalo County. One of the candidates from the Fiftyeighth district for the house of representatives is F. M. Hallowell, whose home is at Kearney, where he is a prominent atorney and a member of the Board of Education. He was born at Augusta, Me., in versity in 1877. He came to Nebraska in the following year and has taken an active He has served for fourteen years as district since. Mr. Hallowell claims to be a disciple of Abraham Lincoln, James A. Garlater of the Sutton Register. He has also | field and William McKinley and is known to his fellow-townsmen as a republican of the best sort. He has never held public office, except the one he occupies at present

> Capt. Allen G. Fisher, Dawes County. The candidate for the house of representatives from the Fifty-third district, embracing the large territory of Box Butte, Dawes, Sheridan and Sioux counties, is Capcollege graduate. Captain Fisher was born in Ohio in 1863 and graduated from Me-Kendree college, Lebanon, Ill., in the claswith honors from the St. Louis Law school and became county attorney in his home his company at the front. He has been captain and brigade commissary of the Nebraska National guard since 1890 and received a commission for gallant service at Wounded Knee.

> John A. Hanson, Phelps County. A representative Swedish-American has been nominated for the house by the republicans of the Sixty-third district. Mr. Hanson has lived in Phelps county since 1851 and has given his attention to farming until he has 480 acres af the best tilled land in that section. When he was 15 years old

years as a farm hand, working by the month A year | busniess at Phelps' Center. He sold out fices, but has never before appeared before dent of the Christian Orphans' home at Phelps Center for six years.

Ernest M. Pollard, Cass County. Ernest M. Pollard, nominee for state representative from Cass county, including the Seventh district, is a native Nebrashsa and old-time resident of this state. He was born 1851 and worked on a rocky farm until he at Nehawa, in 1869, of a New England anwas 18 years old, going to school at in- cestry, which settled in Boston in 1690. His Later he taught school for ten early education was acquired in the public years and finally graduated from Colby uni- schools, from which he attended the University of Nebraska, graduating in 1893. In 1892 the young man represented the unipart in the public affairs of his community. versity at Ann Arbor, where the first National Collegiate Republican club was orcourt reporter. In 1883 he was admitted to ganized and he was later elected president the bar and has continued his practice since. Mr. Hallowell claims to be a disprizes for oratory and in his senior year was captain of the cadet battalion. He is a careful student of financial problems and in 1896 spoke in every precinct in his county. He is engaged in the fruit business.

F. T. Young, Cass County. Frank T. Young, like his colleague, Mr. Pollard, is a candidate for re-election from Cass county to the lower house of the legislature. He was born in Ohio in 1844 and when 8 years of age removed with his partain Allen G. Fisher, soldier, attorney and ents to lowa, locating at Mount Pleasant, where he attended the public schools and afterward the Weslevan university. In 1864 he went to Colorado for the benefit of his sical course, standing third in a class of health, which was very poor and returned twenty-one. In June, 1884, he graduated much improved. In 1869 he came to Cass county, Nebraska, which has since been his home. In 1872 he moved onto his present county in Illinois. In 1885 Captain Fisher farm and has ever since continued the purremoved to Chadron, where he was county suit of agriculture. His family has been he has since resided and engaged in the attorney in 1897 and 1898, but was removed in this country for several generations, Mr. by the populists while he was absent with Young being eligible to membership in the society of the Sons of the Revolution.

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Marriage Licenses. County Judge Baxter issued the following marriage licenses yesterday: Name and Residence. George A. Smith, South Omaha..... William Moore, Florence..... 21 Jennie P. Breeden. Florence...... 16

When you call for DeWitt's Witch Hazel Salve, the great pile cure, don't accept anyhe left his home in Sweden and made his thing else. Don't be talked into accepting way all alone to the United States. He substitute, for piles, for sores, for bruises.

Remember t'e Name-

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The gold medal winner. Fact is the Kimball piano is always at the front. We have been selling and guaranteeing the Kimball for these many years and we would have been busted long ago if the plane wouldn't back us up-it is not the few that were on exhibition. They're all made alike and our store is full of just such prize winners that we are willing to guarantee and sell on the easiest kind of terms Supose you come in and let us talk it

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is the Hanan shoe, of which Drex L. Shooman is the Omaha seller, to all other shoes made in this big world. It stands as the acknowledged leader in style, finish, comfort and wearing qualities-made with heavy soles for winter wear-in tan or black-Blutcher cut and bals-thousands of dollars were spent by the Hanan people in perfecting this foot form last-every shoe made to fit and give the comfort of the old shoe you must part with. Come in and try on a pair of these Hanan shoes.

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