

# Why Don't You Charge It?

Nearly everyone has things charged. You don't have to be well fixed to get credit. You have to in most stores, not here.

If you ask credit of your grocer, why not of your clothing store? As long as you pay your bill, and get what you pay for, as no man need hesitate to open a "charge account."

We have today, thousands of names on our books. What more striking evidence could you ask?

Buying on credit means no loss of dignity. Thousands have done. Thousands have done it. Thousands will do it. Why not you?

Your name is welcome on our books.

## Credit is the Modern Tendency

And we will deliver the goods on first payment.

### Specials for Saturday

Men's fine worsted suits, regular \$16.50 values	12.50
Strouse & Bros' high art insured clothing, \$20 values	13.95
Men's fine, pure wool, cheviot suits—double breasted and single breasted, \$15 values	9.98
Men's double breasted overcoats, Venetian lining, 50-in. long, with or without belts, \$22.50 to ...	8.50
Cahn, Wampold & Co's fine union made suits, lined throughout with Skinner's satin \$25 values	15.00
Meh's square and round cut all wool suits	7.50

All goods delivered on first payment. We do not desire any security. We charge no interest. No collectors, no publicity, no mortgage. We sell on time at prices that are as low as those that sell for cash.

**We guarantee to save you money.**

## OMAHA CLOTHING CO.,

1314 Farnam Street, Omaha.

The style and workmanship of **CROSSETT SHOES** are evident at sight. Actual experience—the best of all tests—will prove their unusual wearing quality and comfort.

### The Crossett

**\$3.50 Shoe \$4.00**

"Makes Life's Walk Easy"

If your desires do not keep them, write me and I will tell you why.

**LEWIS A. CROSSETT, Inc.**  
MAKER  
NORTH AMBURY, MASS.

### TONS OF USELESS STAMPS

**Enormous Task of Redeeming the Outlawed War Revenue Stickers.**  
**MONOTONOUS JOB OF FEDERAL OFFICIALS**  
**More Than Fifty People Engaged in Cashiering in Valueless Papers**  
**by the Drayload from 60,000 Claimants.**

Charles Hallam keeps at his desk in Washington the other day with a pile of treasury warrants before him eight inches high. As fast as the colored messenger comes he could pass them off the pile and blot the signatures he appended, his signature to them as assistant secretary of the treasury.

"It's the last 5,000 of the 60,000," he said, and then went on to explain that he was signing the treasury warrants for the payment of \$6,000 claims for unredeemed stamps, which were left in the hands of the people of the United States when the war revenue stamp bill went into effect. As a matter of fact, his was the last set in the process of "cashiering in" about 300 tons of valueless paper in the form of blank stamped drafts, stamped checks or stamps in sheets.

The task began eighteen months ago, when congress decreed that the special internal revenue taxes which had been levied because of the extraordinary expenditures incident to the war with Spain should no longer be collected. Congress also provided in the legislation on the subject that after three months' notice had been given by the government, all stamps, stamped checks, stamped drafts or receipts should be redeemed at the face value of the stamps they bore.

More than fifty temporary employes have been engaged for the last eighteen months in the task of redeeming the stamps which were outstanding when the war revenue stamp bill went into effect. The expense of the process to the government has been in excess of \$60,000. Many of the checks had been stamped after certification to the effect that the stamps had been accounted for, a warrant on the treasury was issued to the person who had forwarded the stamps. No claims were considered under the law which had not amount to \$3 or more. Hundreds of claims for amounts less than \$3 were returned to the sender with the information that they could not be paid under the law. Claimants were advised to turn over their small claims to the nearest bank and have the redemption sought by the bank.

### When the Rush Began.

Within three weeks after the war revenue stamp bill was passed, the checks and stamps and stamped paper began to arrive on every train. They came from every state in the union and from distant Hawaii and Alaska. At first the bundles were piled in the spare room in the stamp division of the treasury department, on the second floor of the building. In a few days the packages began to come by the freight elevator of the building to the second floor corridor and piled along the wall. With each passing day the piles grew. They rose to the ceiling of the great under way spread along the corridor until they passed the entire length of the building on the west side. Then came the supervising architect of the building and shook his head gravely and started a computation. He quickly demonstrated that the stamps and stamped paper in the great marble corridor weighed more than 300 tons. He as quickly decided that the supports of the building was not strong enough to bear the additional weight, and ordered the papers removed. The building was rented a few blocks from the treasury department, and, under the supervision of bonded employes, the work of counting the stamps and making up the claims was started there. All along the corridor of the Treasury building, which is two blocks long and a block wide, desks were placed and the counters and accountants were put to work, so that they might expedite the forwarding of the money to claimants. All checks and drafts and stamped papers were forwarded to the department at the expense of the claimant. The stamps were destroyed as soon as carefully counted and the claim audited.

**Wonders of the Printing Art.**  
Some of the checks sent with stamps for redemption were wonders of the printer's art. This was particularly true of checks of individuals and the banks of Boston. The paper was thick and glazed, gilt-edged and stamped, and the checks were engraved on steel. They were bound in Morocco. There were many other valuable checks which the claimants said cost, without the stamps attached, from 6 to 12 cents each. This was true of the "safety" checks. Some of these were printed on "safety" paper which had a glass-handy discoloration to the naked eye, but which would rub off the moment the surface was slightly scratched and permit ink to spread under the surface in a black, unsightly blotch over a space of two inches in diameter, and show clearly that an attempt had been made to alter the checks. There were other forms of safety checks, printed much like a money order, where a certain tearing away of portions of coupons attached showed the value of the checks, and further tearing would reduce the value and could not increase it.

There was still another form of check, elaborately engraved, which contained in its center a glowing sun. The name of the person to whom the check was to be given was to be written in the center. The radiating rays of the central sun could then be arranged by folding and tearing, so that

### STEAMBOATING ON MISSOURI

#### Reminiscences of the Palmy Days of Traffic on the Big Muddy.

#### THRILLING RACE OF RIVAL BOATS

**The Algona and the Louis F. Linn Split Flame and Steam in a Trial for Supremacy—How it Came Out.**

There are very few people in St. Louis today who possess a personal knowledge of the magnitude of the antebellum river trade of that city, and fewer still who can recall the absolute dependence of the great west, the north, the south and the north and southwest, upon the navigation of the Mississippi, upper and lower, the Missouri and their tributaries, as the traffic of the streams meant to St. Louis.

To the individual who, over half a century ago, was intimately acquainted with all the ramifications of river trade centering at this point, present conditions are not only incomprehensible, but, from the old standpoint, appalling.

Paradoxical as it may seem, while the rivers were the foundation for the great prosperity of St. Louis, they were in reality the cause of the first check to her onward march to greatness; not because they failed to continue to offer glorious facilities for freight and passenger traffic, but because the people depended upon them too implicitly. The idea prevailed among her leading men that she had the western world by the tail, and that because of her natural location no danger need be apprehended from any other point.

**How Chicago Got Ahead.**  
With this idea at the fore, St. Louis closed her eyes to the possible advantages of rail ways and kept them closed until Chicago, practically at that time an inland town, for lake navigation had been but slightly developed, took up railroads and reached out most effectively through Illinois and Missouri to St. Joseph, then the furthestmost western point touched by the rail. The completion of the line from St. Louis out from a trade, the loss of which she materially felt, and gave the first great impetus to the Windy City.

Chicago, too, while using every effort to extend her railroads, never lost sight of the incalculable value of her lake navigation, and did everything possible to foster it.

When St. Louis finally waked up to the imperative necessity of railroads she made the mistake of abandoning her rivers.

The result to Chicago of fostering her water connections is that today she is a city of over 2,000,000, while St. Louis from having abandoned hers, has less than 1,000,000 people.

Chicago built up her lake marine by giving it substantial encouragement, not only in tonnage and passenger traffic, but by putting up capital for building vessels especially adapted for this trade.

Chicago not only did not encourage the river interests with business, but her capitalists failed to appreciate the necessity of building a class of boats suitable for the changed conditions ushered in with the coming of the railroads.

It is not too late for St. Louis to rehabilitate the Missouri, and for that matter, the Mississippi, and this can be done through the building of vessels adapted to the streams, and sooner or later, should she not do this, she may expect that Chicago will, at least, take up the lower Mississippi, and through converting her present drainage ditch into a navigable waterway, make the lower Mississippi her main outlet to the gulf.

### JUDGE FEARED THE RETURNS

#### Elaborate Apologies for Sentencing a Man Who Controlled a Bench of Votes.

Former Vice President Stevenson had a fund of good stories. One of his best was told in Illinois in the early days of the war, and it was a politician all over, and took particular care to do himself on the bench that he would offend no one, and thus secure a re-election at the expiration of his term. In one occasion of his county the vote of the family named Green was given to the law, and the judge in every voter being related to the Green, it was not actually bearing the name. They were clanlike, and always voted together. In contents where everything else was equal the Green family was not wishing to incur the displeasure of any one person of the "Ridge" was sure to have the entire population against him. Officials were satisfied to overlook many shortcomings of the Green family in order not to incur their enmity.

One year Bill Green, the most notorious of the family, killed a man. It was a case of cold-blooded murder, and although the "Ridge" attended the trial en masse, the jury was not to be overawed, and rendered a verdict of guilty. Seeing the numerous Greens in attendance and not wishing to offend them, the judge was very lenient in his rulings, favoring the counsel for the defense and overriding the law and the prosecuting attorney's obnoxious charges to the jury was a model of inoffensiveness and favorability to the prisoner. It was apparently painful to him when the verdict was pronounced.

Bill Green went back to jail and remained there until the prosecuting attorney had insisted several times that sentence must be pronounced. The relatives from the "Ridge" were still around, and when it was noticed that the judge had sent the sheriff to bring Bill Green into court to receive sentence, they all fled into the courtroom and awaited developments. When the verdict had been brought in the judge glanced about the room, and began nervously:

"Mr. Green, by the way, as you are no doubt aware, the recent trial ended in a manner rather unfortunate for yourself. That, you will take notice, Mr. Green, was not the fault of the court. The court, Mr. Green, you of course observed, had nothing to do with making or rendering this verdict. That was entirely a matter outside the jurisdiction of the court, and wholly with the jury, Mr. Green. The jury was not the court's choosing, Mr. Green. In fact, the court could have had no choice in the matter of a jury, and in this case the court had no idea as to who would compose the jury, and had no part in its deliberations or conclusions. The court, Mr. Green, contented itself simply and solely with the law, and I hope you and the court kept strictly within its own proper sphere."

The judge glanced around and noticed that he had not yet given offense to the "Ridge," and proceeded:

"You no doubt observed, Mr. Green, that the jury—not the court, mind—returned a verdict. That verdict was—ah—was somewhat prejudicial to your interests, Mr. Green. It was, in fact, against you, Mr. Green. In fact, Mr. Green, the jury found you guilty of murder, Mr. Green."

He glanced around and saw again, the "Ridge" was frowning, and he added hastily:

"You understand, Mr. Green, that it was the jury, as I said before, and not the court, that returned that verdict."

The judge hesitated some time, and then the prosecuting attorney said:

"Sentence must be pronounced."

"Ah, yes," continued the judge. "You see, Mr. Green, the law makes it obligatory on the court—and I wish you and your family to remember that the court did not make the law—to pronounce sentence upon you, without regard to what the feelings of the court may be. The sentence, Mr. Green, which the law provides—and with which the court had no part in the making—is that you—in fact,

### Palmy Days of Steamboating

the amount of the check could be shown and never altered. All of these expensive checks were returned to the persons sending them, after the stamps imprinted on them had been removed by a hole about the size of the end of a lead pencil. These cancellations were intended to render the stamps valueless for redemption purposes, and to make it impossible for the government to be forced to pay for the same stamps more than once. As stamps they have no value except for redemption, and the war revenue law is no longer in effect.

**Millions Paid, More to Follow.**  
Up to this time there have been 26,390 packages of all sorts and sizes offered at the Treasury department, containing 21,000 stamps for redemption. The government has refunded thus far, in round numbers, \$2,000,000. The bulk of the work has been done. Every stamp or stamped piece of paper must be in the hands of the treasury officials before July 1, 1904, as the time limit for redemption set by the law. The largest claim which has been made and paid by the government in connection with the redemption operation was that of the Pullman Car company. That concern spent three months preparing to claim the stamps and receipts for the stamps that pertained to it. It arranged the thousands and hundreds of thousands of sleeping car seats and berth tickets, all of which bore the stamps which had been paid for by the company, and for which the company wanted its money from the government. The company had perhaps the largest amount of stamped paper on hand of any concern in the United States, as it was necessary to send the tickets to all of its branch offices stamped at the central offices at Chicago and New York. When the repeal went into effect the sale of the stamped tickets and receipts was suspended, and three months' time was necessary to bring these tickets back to Chicago and prepare them for shipment to Washington. When finally assembled they filled thirty-one boxes and weighed in all eight tons. The boxes contained not less than 600,000 tickets or receipts, as the Pullman company was given a government warrant in excess of \$46,000.

**Task of Counting.**  
The money was not paid, however, until after every ticket had been counted by the government employes, as the count of the company, in spite of its standing, could not be accepted by the auditor for the government until verified. When all had been counted and the claim adjudicated there was some talk of asking that the tickets be sent back. The government took the position that the expense of canceling the tickets would be too much, unless the payment made on account of the tickets counted as final and in full, and would bind itself not to make further claims either as a company or through its agent. As the company has reason to believe that it still has a number of tickets at its distant offices which will be sent in for redemption it would not agree to this, and preferred to see the tickets all burned. This was done by carting them over to the bureau of engraving and printing. There, before the tickets were shoveled into the fire under the boilers, they were weighed, and it was found there were eight tons of them.

These statements as to the redemption of stamps and stamped paper indicate but a small percentage of the real work done by the government in connection with the redemption operations. If proprietary and beer and tobacco stamps be taken into account the value of the redemption reaches at least \$38,000,000. There was a rebate on tobacco in packages which reduced the filing of not less than 40,000 claims and the payment of not less than \$4,000,000. These amounts are necessarily approximate, but are conservative.

Treasury officials give no figure on individual transactions, as it is held that they have no right to under the law, which protects private corporations and individuals whose private business matters are known in part by the treasury officials in connection with the collection of internal taxes—Washington Times.

### Great Missouri River Race.

In 1846 the race between Lewis F. Linn, called after the senator of that name from Missouri, and Algona, from St. Louis to Glasgow, occurred, and possibly nothing more exciting was ever witnessed upon any of the western rivers, or, for that matter, upon the waters of the world. Linn was a long, slim, grey-headed looking boat, but for speed, and the fact that it showed its heels to everything on the river justified the efforts of its builders.

During the second season of Linn Algona, a boat of the same name, was brought out as a beautiful work of art, and was used for the purpose of contesting the Glasgow trade with the former, and it was believed that it could outspeed it, and being supplied with two engines, while Linn had only one, the belief was accentuated among all classes.

The result was a challenge from the owners of Algona to Linn, which the owners of the latter were not backward in accepting. The match was arranged and the boats advertised to leave St. Louis at a given hour on a certain day, so that residents along the river, from far to nigh, could figure tolerably close to the hour at which the boats would make their appearance, and to judge from the crowds that lined the banks at Boonville when the boats passed that point, the entire population on each side of the Missouri for miles back in the interior, must have found its way to eligible viewpoints on the river.

The boats rounded the bluffs below Boonville about 12 o'clock at night. The moon was obscured by heavy clouds and almost pitch darkness covered the turbulent stream, only lighted by the fitful flashes from their furnaces and the lamps from their cabins and lanterns hung upon their decks. Their smokestacks appeared to be at a dull red heat, from the hurricane decks to their topmost tips, and the steam came from their escape pipes with a hissing that indicated that every drop of water in their boilers had been reduced to the pressure of steam, while the figures of the negro firemen, as they danced round the furnace doors, piling cottonwood, pine knots, lard, rosin, bacon sides and almost every other kind of combustible into the hollow depths of the flames, presented a picture that might have been, without any stretch of imagination, taken for a true representation of the devil and his imps sticking up the fires of the infernal regions. It was a terrible and fearful picture, but

### THE ILLINOIS CENTRAL

ons calculated to inspire the wildest enthusiasm to say, not a single exclamation was indulged in by any individual among all the thousands of people lining the bank, beyond the words spoken by an old, grey-haired negro slave, who said, as the boats came in sight, "Dar dey is, and as they came opposite the wharf, "Here dey am," and as they rounded the point above the town, "Dar dey go."

They passed the center of the town running nose and nose—apparently not an inch of difference between them. It seemed a race between living things—life itself being the stake.

Possibly, it required ten minutes to pass the town, and during that time not a sound came from the crowd on shore—not a word from the boats, not a whistle sounded—except as if two slender steeds, with ears laid back, eyes bulging and nostrils extended, were striving every nerve, under lash and spur, to reach the goal first, or die in the attempt.

It was a spectacle never to be effaced from the memory of the individual who witnessed it. A glorious but terrible sight. The crowd at Boonville remained on the banks until the steamers could be distinguished from their red-hot chimneys in passing the opening between the island, just above Arrow Rock, and the main shore, twelve miles away. The boats reached Glasgow early the next day, as a result, and passed Boonville, running nose and nose, and although much money had been wagered on the result, none was lost for the race was declared a tie.

The strain on the boats was too great and it was only a year or two after until both of them were sent to the bone yard.

### MISSISSIPPI AND LOUISIANA POINTS

the south will certainly have a big boom in the next few years, for lands there have not yet reached nearly their proper value in comparison with the value of their products.

Investigator above is very much less than the regular one-way fare. For reservations in special Tourist and Standard sleepers, and any other information, call at Illinois Central City Ticket Office, 1402 Farnam Street, Omaha, or write

**W. H. BRILL, D. P. A., Ill. Cent. R. R., Omaha, Neb.**

### BESIEGED BY MOUNTAIN LIONS

**Terrific Experience of a Man in the San Gabriel Section, California.**

J. H. Camp, who resides at Brown's Flat, in Southern California, has just passed through the terrible experience of being besieged for four days and nights in a cabin in the upper San Gabriel country by four starving mountain lions. Camp's only companion was a burro, and his only means of defense a small revolver and a limited supply of ammunition.

Camp had gone to the mountain cabin to prepare it for the reception of several hunters and during his stay alone had heard the cry of wildcats and the long blood-chilling screech of panthers. He had not caught sight of any of the animals until one day when he was cutting away some brush on the trail near the cabin he heard a twig snap in front of him. Looking up, he beheld a huge lion right in the center of the trail, switching its tail menacingly. Camp was struck dumb with terror, but instinctively his hand sought his hip pocket, in which reposed his pistol.

As he drew it another lion walked out of the brush, and behind it were two smaller, possibly cubs. Blazing wildly away with the pogsun in his hands, Camp created a momentary diversion, but allowed him to reach his cabin door. Rushing inside, he barred the door and reloaded his pistol, determined to frighten away the brutes if possible. As he looked out he saw his burro, Al Borak, snoring and tugging at his tether, one of the two brutes having already begun to smooch up him. With a wild plunge the burro broke loose and rushed for shelter, one of the lions after him. Camp opened the door just in time to admit the terrified fellow, who shot in as if launched from a catapult. Throwing his weight against the door, Camp barred it again. He had plenty of provisions and decided to remain quiet for a time, hoping the lions would go away. Knowing they are usually cowardly brutes, Camp was at a loss to account for their daring action except on the theory that it might be a ploy with their cubs. He made the burro comfortable and was glad of his company and then took a look to see if the brutes were still there. They were watching. They refused to vacate; they knew their game was snared in a trap of their own making, and right in the brush outside of Camp's inclosure the quartet of cats camped. All day Sunday at least one was in sight, and Camp decided to lie down. That night was a night of horrors.

On the fourth morning Camp cautiously peeped out. The lions were not in sight and he hurriedly added up Al Borak, mounted him and turned the honest little beast toward civilization. He needed no urging; Camp was congratulating himself on his escape when a piercing screech was heard from the trail behind. The brutes had discovered his departure and were in hot pursuit.

Realizing his peril and that safety lay only in beating the lions to civilization, Camp accepted the hard terms. Terrified

### Capable Appetites.

The man passed.  
"Perhaps I am only casting pearls before swine," he mused, sorrowfully.  
A sprightly young sow cocked up a coquettish ear.  
"Even so," she answered. "Even so, you don't suppose for a moment, do you, that we are incapable of doing the Cleopatra act?"—New York Sun.

**Save Aid to Long Life.**  
Electric Bitters give an active liver, perfect digestion, healthy kidneys, regular bowels, fine appetite, or no pay, 50c. For sale by Kuhn & Co.

### Herpelidic Is Used to Cure Dandruff.

E. H. Lyon, New York, N. Y., says: "I am very fond of Herpelidic and enjoy using it. It is refreshing."

Dr. J. H. Bush, Toledo, O., writes: "Nowhere else has Herpelidic done me better satisfaction than anything I have ever used."

Mrs. Burkey of Chadron, Neb., says of Herpelidic: "I cleaned my head of dandruff and stopped my hair from falling out. It is the best remedy for dandruff I ever used, and I have used a great many."

R. S. Coleman, Ann Arbor, Mich., says: "I have used two bottles of Herpelidic and derived benefit therefrom."

Bold by leading druggists. Send 10c in stamps for sample to The Herpelidic Co., Detroit, Mich. Sherman & McConnell Drug Co., special agents.

**Ungrateful Admissions.**  
"Your hair is rather long," suggested the barber.  
"That's the way I like it," said the man in the chair. "Wipe me your conversation. All I want is to get my hair cut. The barber lathered his face in silence. Then he strapped his razor.  
"I suppose," he said, "you've been looking at some of those pictures in the funny papers that show how barbers talk their customers to death."  
"Worse than that," retorted the man in the chair. "I draw the pictures."  
The shave he got after that may perhaps be imagined.—Chicago Tribune.

**Henry's Modest Part.**  
"Yes," said Mrs. Wadsworth, "the family are most interesting. John dances divinely. Tom sings like an angel. David is a famous foot baller. Susanne paints with great taste."  
"Oh, Henry?"  
"And Henry?"  
"Oh, Henry." Well, he's a rather dull sort of a fellow, you know. He only works and supports the others."—Chicago Journal.

"Follow the Flag"

Tickets sold October 20th. Long limit and stop-overs allowed. All information at Wabash City Office, 1601 Farnam St., or address

**Harry E. Moores,**  
G. A. P. D., Omaha, Neb.

**LESS THAN HALF**  
**\$23.05**  
**ROUND TRIP TO**  
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Cure All Special DISEASES OF MEN  
**BLOOD POISON**  
**WEAK, NERVOUS MEN**  
**KIDNEY AND BLADDER DISEASES**

Treatment and Medicines  
**\$5.00 PER MONTH**

Examinations and advice free at office or by mail. Written contracts given in all curable diseases or refund money paid for treatment. Treatment by mail, 14 years in Omaha.  
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**INJECTION**  
**MALYDOR**  
**THE HYGIENIC LIXION**

For Gonorrhoea, Gleet, Leucorrhoea, Spermatocoele, Piles, and All Unhealthy Sexual Discharges.

**NO PAIN. NO STAIN. NO STRICTURE. FREE SYRINGE.**

Prepared by W. H. Searles & Searles, Omaha, Neb.

**WOMEN'S PAIN EXPELLER**  
**PENNYROYL PILLS**

WOMEN'S PAIN EXPELLER  
Cures all kinds of menstrual troubles, irregularities of menstruation, and all other ailments of the female sex. It is a safe and reliable remedy, and its use is guaranteed to give satisfaction.

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