

BRIEF CITY NEWS

Josephus. Lightning Pictures, Burgess-Grandes. Co. Have Not Print It—New Bacon Press. Fidelity Storage & Van Co.—Doug. 1913. Howell Returns—United States At-

Internal Revenue Receipts More—In-ternal revenue receipts for the month of August, 1913, show an increase over the corresponding month last year of \$14,174.

Klipstick Buyer Returns—Miss Marie Flanagan, manager of the Klipstick company's millinery department, has returned from a month's visit to the New York and Chicago fall millinery exhibits.

Protest Against Fakirs—A protest signed by retailers against "fake auction sales" was read before the city commission and referred to Police Commissioner Ryder, who reported that the police could do nothing to prevent the fakirs selling their wares, but could punish them if they were proven to be fakirs.

Whalen Hearing Saturday—Officer Charles Whalen, charged by a woman with accepting money in his official capacity of policeman, will be given a hearing by the city commission Saturday morning at 10 o'clock.

Edward Visits Old Home—E. B. Howard of the Burlington's homekeeping department has gone to central New York, where he will spend a month around Ithaca, where he was born and reared.

ASKS HEAVY DAMAGES FROM STREET CAR CO.

Griffen Stephens, laborer, has filed a suit against the street car company asking for \$1,000 damages, which, he says, he sustained when he was thrown off a car at Thirteenth and Jackson streets by the conductor and a woman. He alleges that on July 4 he was riding in the third last seat of the car smoking a cigarette, that a woman, whose name he does not know, together with the conductor, pulled him out of the seat and of the conveyance, because she objected to his smoking.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

Does Your Stomach Trouble You?

Mayr's Wonderful Stomach Remedy Is Successfully Taken in Cases of Stomach, Liver and Intestinal Ailments

And One Dose Has Often Dispelled Years of Suffering



MAYR'S Wonderful Stomach Remedy will change that Long Face! Mayr's Wonderful Stomach Remedy can really be termed a wonderful remedy and the benefits that it gives in many of the most chronic cases of Stomach Trouble has spread its fame from one end of the country to the other.

Man Who Shoots Up House is Thought to Be Weak-Minded

A man tossed his hat down in the middle of the street about noon Tuesday at Fourteenth and Grand avenue, jumped on it a couple of times, yelled and ran into a house on the corner. He picked up a shotgun, fired into the curtains and burned. The police caught the man, who gave his name as Ivan T. Mount of Memphis, Mo. He is believed to be insane.

MAD DOG BITES CAT, WHICH SETS NEIGHBORHOOD ON EDGE

It is feared by many persons in the vicinity of Twenty-second street and Poppleton avenue that a neighborhood of mad cats is liable to ensue from a mad dog that bit a cat, and which in turn has since bitten several other members of the feline family. The dog has been killed and the cat is doomed, for Monday it severely lacerated Paul Wells, 238 Poppleton avenue, as he attempted to feed it.

Diarrhoea Quickly Cured.

"I was taken with diarrhoea and Mr. York, the merchant here, persuaded me to try a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. After taking one dose of it I was cured. It also cured others that I gave it to," writes M. E. Gebhart, Oriole, Pa. That is not at all unusual. An ordinary attack of diarrhoea can almost invariably be cured by one or two doses of this remedy. For sale by all druggists.—Advertisement.

Resinol stops itching instantly

THE moment Resinol Ointment touches any itching skin, the itching stops and healing begins. With the aid of Resinol Soap, it quickly removes all traces of eczema, rash, tetter, ringworm, pimples or other tormenting, unsightly eruption, leaving the skin clear and healthy. It is equally effective for sores, boils, burns, red, rough hands, dandruff and piles.

CONSIDERING NEW CAR LINE

Commissioners and Street Railway Officials Listen to Arguments.

CLUBS FAVOR FORTY-EIGHT

George Morton Puts Up an Argument for the Line to Go West on Center Street Past the Field Club.

At a joint meeting of the city commissioners, the executive board of the street railway company and the executive committee of the West Leavenworth Improvement club in the council chamber of the city hall yesterday, the city commissioners decided to defer action until Monday on a petition of the improvement club and the suggestion of the street car company to the effect that a street car extension be laid south from Leavenworth street on Forty-eighth to Fifty-first and south on Fifty-first to Center and west on Center to Thirty-ninth.

Mr. Morton spoke first in favor of the Center street extension. His arguments were more or less personal, as he admitted that he owned a great many lots in the Center street neighborhood which were worth at the present time about \$100, but if the Center street extension was made he would be able to realize \$1,000 on each of the lots.

John W. Towle represented the case of the improvement club and he stated that he believed the Center street extension to be a bad one because Center street was strictly a boulevard and that for several blocks the Field club borders Center street on the north, which would mean that no revenue would be derived from that territory.

G. W. Wastice, president of the street railway company, suggested that the Center street extension would not be as favorable as the Leavenworth extension to his company because the Center street extension would be merely assisting the city to grow out and at present there were few people who would be benefited, while the Leavenworth extension would benefit a large number who now own their own homes in the immediate neighborhood of the proposed extension.

"It always has been the policy of the street car company," said Mr. Wastice, "to build lines where the people wanted them, and not where some real estate man could induce future residents to want them. If we built the line on Center to Fifty-first we would find very few present residents. From the Belt Line to Fifty-first there are exactly five houses. In addition, the Creighton addition improvement club informed me that they were adverse to the building of a car line on Center street, although they wanted the extension to be built in their addition."

"Another point is that the trend of travel is north and south. Some day we will have to build a line to South Omaha, and if such is the case we must look ahead and take into consideration when we build extensions at present."

The commissioners concluded that it would be expedient to consider the matter for a few days and then make their decision. Thursday at 3 o'clock was decided as the time for the next hearing of the case.

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NATURE'S PLAY GROUND

Estes Park Charming Place for Rest and Recreation.

NEAR AT HAND, EASY TO REACH

High Mountains, Broad Valleys, Stately Pines and Streams Filled with Fish Are Some of the Attractions.

Estes Park, where "is spread before the eye a gorgeous assemblage of wonderful mountain sculpture, surrounded by fantastic and ever-changing clouds, suspended in apparently fathomless space." The above quotation is an excerpt from the report of R. B. Marshall, chief geographer of the United States government, who was sent to Colorado by former Secretary of the Interior Walter L. Fisher in response to a request from the commercial organizations of Denver that the wonderful region known as Estes Park be created by federal dictum into the Rocky Mountain National park.

Although bound by the nature of his mission to render a conservative and absolutely truthful report, Marshall, after several months' painstaking investigation, was unable to conceal his admiration for the wonderful area of mountain and high altitude meadow included in the confines of the park. So, even in his report to his superior, for the most part descriptive and technical to a degree, Marshall in a single paragraph relates the extraordinary effect that the first view of Estes Park has on the average visitor. In that section of his report in which he tells of the traveler's first impression the chief geographer proceeds in the following well-chosen language:

"At first view, as one beholds the scene in awe and amazement, the effect is as of an enormous painting, vast panoramas stretching away for limitless distances. Gradually this idea of distance disappears and the magnificent work of nature seems to draw nearer and nearer, reduced apparently by an unseen microscope to the refinement of a delicate cameo. Each view becomes a refined miniature framed by another more fascinating, the whole presenting an impressive picture never to be forgotten."

Easy Access. Estes Park is at once the most beautiful, most rugged and most easily accessible spot in the entire Rocky mountain region, from Canada to Mexico. It is situated only seventy miles from Denver and forty miles from Fort Collins on the Union Pacific railroad. There, at the foot of Long's peak, in many respects the grandest peak of the Rockies, is Esters Park, a lovely natural amphitheater, ramparted by magnificent mountains.

The railroad and the automobile have put Estes Park within reach of hundreds of thousands. The park is easily reached by way of the Union Pacific and a splendid line of automobiles. Denver is but a scanty hour's drive from this natural wonder. The railroad is a new line, built to the well-known Union Pacific standard of efficiency, and the automobiles are the best procurable.

The ride by automobile from the Fort Collins station on the Union Pacific railroad to Estes Park is a most pleasant experience. It is forty miles over the roads of disintegrated granite, and occupies two hours' actual running time.

Eight miles from Fort Collins on the road to the park the tourist arrives at the foothills, after passing through one beautiful valley after another, always in sight of the beautiful Rockies, becoming like sentinels to the explorer, and the meeker after health and pure air. A stop of forty-five minutes for rest and a wholesome meal is made at the Forks hotel, twenty-five miles from Fort Collins, and the traveler proceeds all too eager for the remainder of the journey, which grows more beautiful at every turn of the road.

Only Expert Drivers. The trip is made in comfortable nine-passenger steamer automobiles and is such safety that the first bad accident is yet to be reported. Only expert drivers are permitted to handle the cars, and there are no steep grades en route. Fort Collins is at an altitude of 4,994 and Estes Park is 7,500 feet above sea level, making an average ascent of but 1/4 per cent for the entire distance.

The road is sufficiently wide for the safe passing of automobiles en route, and there is a feeling of security about the big cars that combines to make the trip to the park one of the really enjoyable features of the entire trip, no matter how far from home the traveler may be. Arrived at the park, the traveler finds, to his surprise, hotels not of the usual tourist sort, but hostlers creating \$100,000 each that are the equal of the best city variety.

World-travelers declare Estes Park incomparable. They have so advertised its charms, especially the extension of the Union Pacific to within striking distance, at Fort Collins, that the number of visitors to the park has increased from 1,500 to 30,000 annually within the short space of a decade. This is according to the official report of J. W. Marshall, who predicts that the nationalistic result in the attraction of no less than 100,000 annual visitors within a very short time.

Over inimitable hard roads such as skirt the front range of the Rockies, the traveler is whisked in two hours over a constantly ascending grade to the park. Fort Collins has an altitude of 4,994 feet, ideal for the glacier line in Switzerland. The park is but 7,500 feet high, and the 1,500-foot ascent made in the forty-mile automobile ride is scarcely noticeable.

Land of Aristocracy. In the beautiful meadows of the park, at the foot of the lofty mountains, the earl of Dunraven, one of Britain's most famous travelers and hunters, with a world-wide experience, found the place he had been looking for—as he described it, "Arcadia." Thirty years ago he established there a ranch at which he entertained scores of the British aristocracy. He began acquiring land for a game preserve and had very large holdings before the settlers protested to the government. This resulted in the throwing open of the land to homesteaders and thus the acquisition of Dunraven were thwarted and small homes and a village were built.

Hotels that rank with the best anywhere, smaller caravansaries and boarding-houses of superior sort combine to fit the inclinations of the pocketbooks of

all travelers to Ester park. A trip thither is at once the cheapest and the most satisfying that the average traveler can make to the Rocky mountains, which, for beauty and grandeur, are in a class by themselves on the American continent.

For amusement in the park, there is every sort of outdoor sport. There are five courses of golf, and golf in the rare, bright air of the altitudes is a revelation to the player who has pursued the divine recreation only in the murky air of the sea level. There are tennis courts and bowling alleys, and there are horseback riding and motoring. Horses and roads are of the best.

Mountain climbing opportunities are the best on the continent, if not in the world. There are Ypsilon, Hague's, Flat Top, Long's and a score of other peaks whose altitudes rank with those in Switzerland, and yet they are only beginning to be known. Long's peak was declared by the pioneers to be unscalable, and even now it is regarded as the seventh most difficult of ascent of the mountains of the world. Nevertheless, women and children have surmounted its snowy summit and guides are on hand during the year to take the tourist to the top.

Traveler Offered Choice of Thousands of Pleasure Resorts

There is no railroad that does not feature some place where its patrons may go for rest and recreation in summer, but there are few roads that offer the 1,000 or more such places. And in the central west, probably the Rock Island is the only road that is so fortunate.

With the Rock Island reaching the mountains on the west, the lakes and pine forests of the north and Lake Michigan on the east, it is easy to understand how it can offer the attractions of 1,000 or more resorts where the man on a vacation may rest and at the same time amuse and enjoy himself.

While the season in the mountains of Colorado is nearly at close, there is still plenty of time to do that state and the frosty nights arrive. One can leave Omaha in the evening and be in Colorado the next morning. Getting off the Rock Island train at Colorado Springs an hour later the heart of the Rockies is reached either by stage or automobile.

Right now is probably the ideal time of year to visit Colorado. Nature is taking on its autumn garb; the trees are turning from a bright green to a rich brown and the air is fresh and balmy. The sun has lost that hot, scorching glare of a few weeks ago and everything is right at its best for the traveler and tourist.

If one does not care to go to Colorado, then let him turn his face to the east or north, for the Rock Island trains run in both of these directions. To the north there is South Dakota with its cool days and still cooler nights. South Dakota is the sportsman's land at its best now. The past season has been a favorable one and game is in abundance. In the fields there are thousands of prairie chickens and along the streams and on the lakes, there are countless numbers of duck and geese, winging their flight in from the far north.

The South Dakota game laws are very liberal toward the non-resident and there is nothing more enjoyable than going there for a few days shooting at this particular season of the year.

Judge Troup Pours Some Hot Shot at the City Charter

Reference to the present charter under which the city of Omaha operates not exactly complimentary was made by Judge Troup of the district court in his decision in the Ryder-Kugel junket case. This charter was created by the legislature and the people of Omaha will have an opportunity to substitute for it a new charter prepared on the home rule basis.

Judge Troup said the provisions of the present charter relating to conservation of the taxpayers' money were lax as compared with many other charters, and followed this statement with a significant remark about "bribe" in the legislature "by those who had selfish interests."

"Our charter," he said, "is not so strict with regard to preservation of taxpayers' money as that of other cities. It was created by the legislature, but it is notorious that some charters have contained provisions dictated by those who had selfish interests."

"I think the weakness in this charter does not go so far as to allow the squandering of public money in trips of city officials."

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The fisherman who goes to Ester park will be in his element. No place on the continent affords more delightful opportunities for the pursuit of gamey trout. All the tributaries of the big Thompson river are alive with fish.

WORLD TRIPS ARE POPULAR

Circumnavigating of Globe Appealing to Travelers.

Tours Usually Under the Guidance of Experienced Men Who Know the Places of Interest Along the Way.

"We don't sell one every day," said W. E. Bock, city passenger and steamship agent of the Chicago, Milwaukee & St. Paul railway, "but around the world passengers are not the curiosity they were a few years ago."

"The around the world business was given a stimulus a few years ago by the inauguration of a world cruise by the steamship Cleveland of the Hamburg-American line, which was promoted and successfully carried out by Frank C. Clark of New York. This boat made the trip from New York to San Francisco in 19 days and a similar cruise was arranged westbound. These cruises were afterward repeated by the Hamburg-American line under its own management, using the same boat, which seemed to be well adapted for a cruise of this character."

"The Hamburg-American line announces another world cruise of the steamship Cleveland leaving New York January 27, 1915, by way of Cebu, Manila, Panama canal, San Francisco, Honolulu, Japan, China, the Philippines, Batavia, Singapore, Rangoon, Colombo, Bombay, Suez canal, Port Said, Naples thence direct, or via Southampton or Hamburg, to New York. Duration of the cruise is about 135 days and the cost \$60 and up, according to location, which includes shore trips and all necessary expenses. Undoubtedly the trip through the Panama canal will be one of great interest to many and the Cleveland will be the first pleasure-cruising vessel to pass through the new waterway on a journey around the world."

Membership Limited. "Personally conducted parties limited to a membership of ten or a dozen passengers are also quite popular, and while this mode of travel is necessarily more expensive, it is also more leisurely and thorough and relieves the passenger of all care and responsibility. Frank C. Clark and Thomas Cook & Son of New York, Dunning & Co. and the Bureau of University Travel of Boston, are the most prominent concerns handling parties of this kind, all of which are represented by this office. The prices of these tours range from \$1,500 to \$2,000, according to the time consumed, and they are planned so as to reach the Orient in the most favorable seasons, usually sailing from San Francisco or Vancouver in September or October and eastbound from New York or Boston in November, December and January."

"The increase in independent travel around the world is due largely to the development of transportation lines and the systematizing of through rates and routes. The folders of all trans-continental railway lines, as well as the steamship lines, contain some mention of around the world tours, and the various steamship lines publish booklets giving specimens tours and rates which make it a comparative easy matter nowadays to figure out a tour around the world."

"The cheapest around the world tour is via the trans-Siberian route, the cost of which is approximately \$500. The more general route known as No. 1 costs \$617.70 and takes you from point of origin in the United States to New York, thence via any trans-Atlantic line to northern or southern Europe, thence to Egypt, Arabia, Ceylon, China, Japan, Hawaii, San Francisco, Seattle or Vancouver and home, or vice versa. The rate includes first class rail transportation across the United States via any direct line and outside first class berths on the Atlantic and Pacific and the tickets are good for two years, with stopovers anywhere en route."

Injured in a Fire or bruised by a fall; apply Bucklen's Arnica Salve. Cuts, burns, cuts, wounds, boils, sores, eczema, piles. Guaranteed. 25c. For sale by Beaton Drug Co.—Advertisement.

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Travel Information

Thinking of Your Vacation? Plan to Go East

See what the Great Lakes Region and Atlantic Coast has to offer you. Innumerable varied attractions await you both in the cosmopolitan cities and at the attractive seaside resorts.

Sightseeing, as well as fishing, boating, bathing and other outdoor sports will make this vacation something different—something to be remembered.

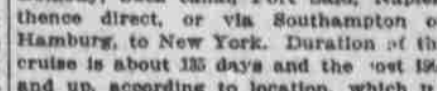
Low Summer Fares Now in Effect

via the Chicago and North Western Line to Chicago and variable routes therefrom to points East, some of the more important being as follows:

Table with 3 columns: Destination, Fare, and Return Date. Includes Detroit, Mich. \$42.10 to \$27.50, Boston, Mass. 46.50, New York, N. Y. 43.50 to 46.50, Niagara Falls, N. Y. 33.50 to 35.50, Toronto, Ont. 31.10 to 35.50, Montreal, Que. 36.50 to 40.35, Atlantic City, N. J. 45.60 to 46.00, Portland, Me. 43.85 to 47.85, Buffalo, N. Y. 33.50 to 35.50.

Tickets on sale daily until September 30th. Return limit 60 days not to exceed October 31st. Favorable stopover privileges. Unexcelled train service to Chicago and direct connections with all lines East.

For printed matter and full particulars call on or address Chicago and North Western Ry. 1401-1403 Farnam St., Omaha, Neb.



Summer Tourist Tickets on Sale Daily Until September 30th

via the ILLINOIS CENTRAL

To all principal points in the east, limited 60 days for return

Homeseekers Tickets on sale the first and third Tuesday of each month to many points in the south and southeast at greatly reduced rates. Limited 25 days. Full information and descriptive literature at

CITY TICKET OFFICE 407 South 16th. Tel. Douglas 264.

THE SHORT WAY

The WABASH is the Short and Best Way to St. Louis.

Two fast through trains daily, leaving Omaha at 7:02 a. m. and 6:30 p. m., reaching St. Louis 10:50 p. m. and 7:49 a. m. Electric lighted sleeping car, cafe car and coach on night train.

Through car service from Chicago to Detroit, Buffalo, Toronto, Montreal, New York and Boston.

Find out about the low excursion fares to the east, via WABASH

Agent for all the Steamship Lines. Tickets—311 South 14th Street, W. O. W. Building. H. C. Shields, G. A. P. D., Omaha, Neb.

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Nebraska State Fair

at Lincoln August 31st to September 5th

For this occasion the ROCK ISLAND offers the following excellent train service:

Table with 4 columns: LEAVE OMAHA, ARRIVE LINCOLN, LEAVE LINCOLN, ARRIVE OMAHA. Includes times for 8:05 a. m., 1:50 p. m., 4:15 p. m., and 11:17 p. m.

\*Through trains make no intermediate stops.

Special Service

Sept. 2d, 3rd and 4th. LEAVES OMAHA 7:30 A. M.—ARRIVES LINCOLN 9:30 A. M. Returning, leaves Lincoln 8 p. m.

Sept. 5th—OMAHA DAY LEAVES OMAHA 8:45 A. M.—ARRIVES LINCOLN 10:25 A. M. Returning, leaves Lincoln 8 p. m. Makes no intermediate stops.

Special Trains Sept. 2d, 3d, 4th and 5th will Stop at Fair Grounds. Regular Fares Will Apply Obtain Tickets at City Ticket Office, 14th and Farnam, W. O. W. Building, or Union Station. J. S. McNALLY, D. P. A.



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