

BOY'S WATCH, CHAIN AND CHARM FREE



BOYS! Be on time when you start to school in September. Be young men and start right with an American Watch, Nickel Plated, Open Face and Heavy Beveled Crystal. A written guarantee goes with each watch. It is a good guarantee. The chain is guaranteed to last. The charm is made of gold plate with solid gold work, made on a composition metal by a new process, and is warranted both by ourselves and the manufacturer to give perfect satisfaction. The charm is handsome, fragile stone, mounted with solid gold plate and carefully finished.

WRITE AT ONCE FOR COUPON BOOK TO THE FRANKLIN SUPPLY CO., 392, Franklin Bldg., CHICAGO

MACHINERY AND LABOR

The Faculty of Republican Socialistic Theories Demonstrated by the Experience of the Last Half Century

England has been started on the road to ruin by her false economic theories and the suffering which this country endured by their attempted applications from 1830 on until they were abandoned, is beyond the power of language to describe. The real foundation to all of the false theories was the republican and socialistic nonsense about over-production. It is the fear of over-production that has wrought havoc with England and Germany. It has retarded invention and hindered the laboring population in old methods. Now for the first time they are realizing that they are left far behind in the race. The common sense and superior education of the people in this country saved us from a like fate. The wage-worker and the inventor went on in the way that his intelligence pointed out in spite of the false theories set forth in the great dailies and magazines. Everywhere and always they adopted every improved method and every means in their power to produce the greatest amount with the least possible amount of labor.

Machinery, instead of throwing men out of employment, has increased the number of employed. There is no doubt that the invention of railroads threw out of employment large numbers of men who were engaged in driving stage coaches and freight wagons, but there are twice as many men now employed in railroad industries as ever were employed in stage and freighting. Henry R. Hatfield in a recent article makes this very plain. He says: "One fact to be observed is that the effect of inventions is not altogether in the direction of supplanting labor. The invention of looms which do the work of ten weavers, of machines which do the work of sixty cobblers, of mules which spin 1,000 threads at once, in place of the single thread of the old-fashioned spinning wheel, are frequently cited as indications that the laborer will soon find that there is no demand for his labor. But it must be observed that the displacement of labor by machinery is, in part at least, offset by the demand for labor in the new industries which that very invention calls forth. To take an extreme illustration: The transportation of the goods carried on a single freight train would require the services of an innumerable army of porters. But before declaring the number of laborers thrown out of employment by the railroads one should estimate the labor employed in digging the iron ore, mining the coal, smelting the iron, refining the steel, rolling the rails, building the locomotives and cars and constructing the roadway. The porter's only tool is that directly applied to burden bearing. The railway represents a line of preliminary work reaching back for a period of years and ramifying in countless directions. The building of the railroad involves the making of tools, finding and preparation of wood, paint, glass, oil, engraving of bonds and lawyers' stationery, until the whole world is covered by the network of forces which have been called upon to bring out and maintain this substitute for human muscles.

"With each new invention there appear a number of subsidiary industries. Thus, for instance, the use of the harvester has called for 75,000 tons of binder twine; the arc light needs 200,000,000 carbons a year; the bicycle has called into being the acetylene and other lamps; the typewriter has built up a demand for carbon ribbon. As Elihu Thompson has said, the single invention of the incandescent light necessitated a whole series of new industries before it could be brought into common use. Special dynamo must needs be devised and constructed, switches, meters, safety fuses and cut-offs, chandeliers and other fixtures, all had to be produced on a large scale before electric light plants could be run.

"But it is not to be assumed that these new industries merely displace old ones. It is true that the utilization of petroleum has driven out sperm oil and caused the decay of the whaling fleet; since the advent of harvesters the manufacture of the old cradle has ceased; aniline dyes have caused the indigo and madder trades to languish; stage coaches, candle snuffers, flint and steel, quill pens and spinning wheels are in most places no longer marketable commodities, and there is no demand for labor to produce them. But the new industries which have appeared are by no means to be reduced to a mere substitution of one article for another. It is much truer to say that the new inventions satisfy new desires, supply new demands, which they themselves created.

"Thus, by way of illustration, rubber has not displaced leather or wool as a material for clothing, but men now adequately protect their feet and garments by overshoes and waterproofs. Protection against rain is a new demand on which persons no more thought of insisting before Goodyear made it feasible than we now insist on keeping private flying machines in our stables. Petroleum and the electric

light have, indeed, driven out candle, but they have done vastly more than that, and we expect and demand brightly lighted streets at night and a study lamp which neither ruins the eyesight and destroys the house. Cottonseed oil does not merely crowd out olive oil, displacing that industry by substituting a new one; it has rather caused thousands of unpretentious housekeepers to demand a cheap and wholesome table luxury who would never have dreamed of buying expensive imported oil. The railroad has not merely replaced a cheap substitute for the stage coach, but it has made long vacation trips a common necessity for thousands of people and has brought the Yellowstone and Yosemite into the environs of New York and Chicago.

"Thus in nearly all branches it is true that the great achievement of modern industry is the creation of new desires and the securing of new satisfaction. By exploiting the advantages of a new invention the merchant educates the tastes of the people. In stead of manufacturing to meet demand, the demand is stimulated to meet the new product. At heart it is not so much a question of labor saving or manufacturing at a lower cost as it is the expansion of the market and the development of new tastes and desires. The development of new industries is not a narrowing process, though many have emphasized that element and feared that machinery was degrading manhood. The large effect is the expansion of man. New desires mean new activities, new activities mean the development of new powers, new satisfactions mean new experiences. The more varied the sources of man's pleasures and satisfactions the further has he advanced from the elementary of life whose sole existence is comprised in a single function. The creation of new industries, then, has no small part to play in the progressive development of the human race."

HOW'S THIS? We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Proprietors, Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm. West & Traux, Wholesale Druggists, Toledo, O. Wadding, Kinnan & Marvin, Wholesale Druggists, Toledo, O. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Price, 75c per bottle. Sold by all druggists. Testimonials free. Hall's Family Pills are the best.

A Bravo Reply

With what spirit the outnumbered and hunted Boers keep up the fight for freedom is evident from an incident which occurred in parliament on the Fourth of July—a day consecrated to freedom not only in America, but in every land where men aspire to obtain their birthright. Mr. Broderick, secretary of state for war, stated that General Kitchener had allowed Commandant General Botha to communicate with Mr. Kruger. Mr. Broderick continued: "The result of the concession, however, was that immediately the reply reached the Boer leaders a proclamation was issued to the burghers declaring that nothing short of independence would satisfy Mr. Kruger and that fighting would continue until that was accomplished."

"What a sublime reply from a struggling handful of patriots to return to a mighty nation seeking to subdue them! What courage, what faith that the God of Right would ultimately deliver them from the hand of the oppressor! At the same session Mr. Balfour, the government leader, declared that it was not Europe or America that encouraged the Boers to hopeless resistance, but the members of the British opposition. He implored them to recognize the great responsibility they were incurring. Truly, the English monarchy is having its troubles as well as the brave peoples of the South African republics. —Buffalo Times.

Government by injunction is gaining force and power and continually spreading out in every direction. A Colorado judge enjoins the police from interfering with the fallen women who gather in the "wine rooms" and a New Jersey judge enjoins the girls from making faces. Pretty soon all that the criminals will have to do will be to elect one of their number a judge and set him to work issuing injunctions.

CANDY CATHARTIC. BEST FOR THE BOWEL. Genuine stamped C. C. C. Never sold in bulk. Beware of the dealer who tries to sell "something just as good."

FOR A CHINESE CHAIR.

Gift of \$100,000 to Columbia University Pleases All Celestials. The name of the donor who gave \$100,000 to Columbia university for a department devoted to Chinese literature, language and customs is still a mystery, but the news the other day delisted progressive Chinamen who heard it.

"I was pleased to learn that Columbia college had received a gift of \$100,000 for the establishment of a chair for the study and teaching of the Chinese language," said Mr. Wu Ting Fang, the Chinese minister, to a New York World reporter when he heard the news in Washington. "I hope to see other universities similarly endowed. I believe it will be of great practical value to Americans and to Chinese alike to have our language taught in this country."

Mr. Wu had no idea, he said, as to the identity of the donor.

"Of course," said Lock Wang, Chinese vice consul in New York city, "this is only tentative. We will watch with great interest the result of the experiment. Some years ago there was a similar chair at Harvard, but the learned Chinese professor had nothing to do but live in scholarly ease. Few of the students took his courses. When he died, the department was dropped. "When I was at Yale—I am a graduate of the class of '83—Professor Williams held an honorary chair of Chinese, but there were no calls for his services. But if this thing is pursued I am sure it will be of great benefit to America and to China."

Up in Chinatown the sum of \$100,000 was too good for any save the more educated residents to comprehend. One who did was Louis Mingo, one of the best known Christianized Chinese in Chinatown. He runs the big Horn Hong Low restaurant at 11 Mott street. "This is splendid," said he, and then he sat down and wrote a message in Chinese characters so that all his countrymen might read the news in their own language. What he wrote was the purest Chinese, done in classic oriental characters.

The message translated is as follows: "It is worthy news that some distinguished rich man has given \$100,000 to teach our noble language in America. I hope that this will help strengthen the friendship between the honorable Americans and my ancient people."

THE INTEROCEANIC CANAL.

Immense Advantages That Would Result From Its Construction.

The easy western water route to the Indies, sought by Columbus, is yet to be laid open. Balboa, as he stood on the mountain heights overlooking the Pacific, thought that he was on the brink of the discovery. Hendrik Hudson a century later sailed up the river that bears his name and believed that the secret was his. But the timelock for the opening of the Pacific treasure house was not set for the fifteenth century nor even for the nineteenth, says the Chautauquan. May it not be set for the new century?

Japan needs our southern cotton. The isthmian canal would bring New Orleans 6,000 miles nearer that expanding market. California would no longer send her wheat around the Horn, but would have a European market nearer by 8,000 miles. Much of her fruit would also be forwarded by the same route. The state of Washington has 175,000,000,000 feet of yellow and red fir yet uncut. Oregon has 25,000 square miles of timber land, and the canal would place these forests 10,000 miles nearer the Atlantic. The manufacturer would have a water route that would bring them 10,000 miles nearer China, Japan and the Pacific islands. Much of this trade would continue to go across the continent by rail, but the more bulky goods must find a cheap water route.

The advantages of the American canal are not to be measured by the savings now possible. Clear headed prophets are looking forward through the new century for vast commercial operations of which the present aggregate, wonderful as it is, is but the beginning. If this country can multiply its trade fifteenfold in a hundred years, what will the end of the century disclose? The new canal is to be built not for a decade nor even for a century, but is to be a perpetual waterway between the world's two mightiest oceans.

Latest Wonder For Automobiles.

Signor Marconi, the inventor of the wireless telegraph, has perfected lately an ingenious adaptation of his invention for use on automobiles, says the Chicago Tribune. On the roof of the motor car in which he is touring through England is carried a tall funnel, which when not in use lies down flat along the roof. When he desires to communicate with the hotel which he has left or that to which he is going, the funnel is raised to a perpendicular position, and the wireless telegraph is set to work. Thus Signor Marconi, by means of the wireless telegraph and without leaving his automobile, is able to order his lunch at a hotel 30 or more miles distant. The first practical use of this adaptation is to be made on automobiles fitted up for use in war.

A party of scouts might make a quick run in one of these machines into the enemy's country, make their observations, raise their funnel and communicate the result to their headquarters and then start back before a successful pursuit could be organized. Several cars fitted in this way are to be used in the next English military maneuvers.

Quite Oliginous.

Paris has a new comic paper called The Butter Plate that is liked all the more, says the Boston Herald, because its contents are so strong.

GIFTS FOR COLLEGES.

Many Dollars Showered on Educational Institutions.

BROWN HAS WON ITS \$2,000,000.

Dr. Pearsons Gives \$200,000 to Beloit and John D. Rockefeller \$250,000 to Cornell—Chicago Philanthropist Practices Standard Oil Magnate's Generosity.

Dr. D. K. Pearsons of Chicago, who has been giving away his fortune to small colleges, will now give \$200,000 to Beloit college, says the New York Herald. Friends of that institution have raised \$150,000, fulfilling the conditions laid down by the doctor. Dr. Pearsons, who is 81 years old, expects to live to be 100 and purposes spending the intervening time in giving away the rest of his wealth, which is said to amount to several millions. Small colleges will get it all. To help him in his journey to the 100 year mark he has formulated a regular daily round, to which from now on he intends to adhere closely. Here it is:

6 a. m.—Wake up and get up. 7 a. m.—Eat a light breakfast. 8 a. m.—Catch a train. 8:30 a. m.—Reach Chicago. 8:45 a. m.—Walk into the office. 12:30 p. m.—Board train for home. 1 p. m.—Eat dinner. 1:45 p. m.—Take a nap. 2:15 p. m.—Walk into the office. 3:30 p. m.—Read, talk and ride. 6 p. m.—Eat a light supper. 6:45 p. m.—Read or chat. 8 p. m.—Retire.

Dr. Pearsons and John D. Rockefeller met at the University of Chicago convention the other day and became good friends at once. Dr. Pearsons greatly admires Mr. Rockefeller and after their meeting said: "Mr. Rockefeller is the most level headed man that's giving money nowadays. He's a big, clean man. He's right. He had the wisdom to found this wonderful university in the west in Chicago. The east is full of colleges. The west needed him, and he foresaw what I saw. There's no humbug about him. He's honest and sincere. That's his foundation. He doesn't care for his fuss and nonsense they're making over him, though it's all right in its way. He's looking toward the future. I read between the lines today, and there's lots of money coming to the university. Mr. Rockefeller could not have found a better place for the money he's giving, and he's got more to give."

Dr. Pearsons said recently: "Most men dig their graves with their teeth. My stomach is my friend, and I'm happier than any other man on earth. Old age depends upon heredity, common sense and a good stomach. There are a lot of fellows down town who tell me they want to live a short life and a merry one. I want to live a long life and a jolly one in my own way. A lot of men have a fine time with midnight banqueting and speech-making. Let them go. I've got more room up here on the hill 200 feet above Chicago, with the windows open at the bottom, and it's as good as a picnic to me to go to bed there at 8 o'clock every night."

"Mrs. Pearsons and I eat practically no meat at all. A vegetable and a fruit diet will help a man to remain young. It's better than the fountain of life or the medicinal baths; no pies or cakes, except for company. Our servants have meats and the sweets, but none for me."

Mr. Rockefeller is silent on the question of additional gifts to the university, but when at the university convention Dr. Harper outlined a vision of a greater university of Chicago, with an endowment of \$50,000,000, Mr. Rockefeller did not demur. Dr. Harper and others believe that Mr. Rockefeller will announce gifts to the university upon his return to New York.

At a meeting of Cornell university trustees the other day in Ithaca, N. Y., when John D. Rockefeller donating \$250,000 to the university on condition that an equal amount is contributed by others. President Schurman said that before making the gift Mr. Rockefeller had sent an agent to Ithaca, who spent three days inspecting the university. The \$500,000 when secured will be used in providing additional accommodations for instruction and research.

The principal features of the recent commencement at Brown university in Providence were the announcement that the desired \$2,000,000 endowment had been raised and was increasing every hour and the conferring of the degree of doctor of laws upon Lieutenant General Nelson A. Miles, who made the chief address at the annual dinner.

Tom Thumb's Ponies.

Major General McAlpin of Ossining, N. Y., has just placed at the disposal of Commander and Mrs. Ballington Booth the span of midget ponies which belonged to Tom Thumb, together with the little carriage made for him, says the New York Post. Charlie Booth and his sister Theodora took a drive the other night behind the tiny steeds, much to the delight of the small boys on the Montclair sidewalks. The ponies are about the size of Newfoundland dogs. They are perhaps not the smallest ponies in the country. In Hartford, Conn., there is a pony only 35 inches high and which weighs 135 pounds.

A Welcome Insect.

A new insect has appeared in California in time to devour the eggs of the countless red spiders that injure the orange groves.

SEVENTH NATIONAL BANK.

History of the Institution Just Closed in New York.

The Seventh National bank of New York, which recently closed its doors, began its career in 1883 at 32 East Broadway as the Seventh Ward bank. At that time there were only 12 banks in the city, and the old Seventh ward contained nearly one-tenth of the total population of the city, which was 268,089. Peter Cooper was an original stockholder of the bank and its first president was Walter Browne, who was mayor of the city from 1820 to 1833.

The bank was organized under what was known as the "safety fund system." In 1862, when its state charter expired, it had \$2,000,000 deposits, and all of its assets, except \$180,000 in commercial paper, were in United States bonds. It suspended active business for a time, but kept its charter alive by sending a clerk to the clearing house every day to redeem its notes. In 1805 it took advantage of the national banking act and has since been known as the Seventh National bank. Before coming to its present offices it was at Pearl street and Peck slip and for many years at Pearl street and Burling slip.

The Seventh National bank has been rather prominently in the public eye since the spring of 1899, when control of the institution was acquired by a syndicate in which Perry S. Heath and his brother, Fletcher S. Heath, were leading figures. William H. Kimball, formerly national vice president here, was installed as bank president and a short time later was elected president, succeeding Colonel John McArnerney, who had for several years been at the head of the institution, and Fletcher S. Heath became vice president. In June, 1880, the Seventh National succeeded the Chase National bank as clearing agent for the postmaster of New York, collecting all money orders, postal notes and drafts on the postmaster which have been deposited in the various banks of the city by their customers. The designation of the clearing agent is made by the postmaster general. At the time the Seventh National was substituted for the Chase National, which had acted as clearing agent for ten years, Perry S. Heath was first assistant postmaster general.

RELIC OF THE REVOLUTION

Charleston Exposition Managers Want to Secure Jasper's Flag.

The managers of the Charleston exposition have solicited the aid of Lord Panmouthe, the British ambassador at Washington, and Mr. Choate, the American ambassador at London, to secure the flag of the famous Revolutionary Sergeant Jasper, which is reported to be in the Tower of London, says the Chicago Record-Herald. Nobody, however, seems to know anything about it. There is no reference to it in the guidebooks, which contain long lists of trophies, and it is exceedingly doubtful if there is in the Tower of London or anywhere else in Great Britain more than one flag captured in battle from forces of the United States. The only one I have ever seen hangs over the tomb of Edward Phillips in the cathedral at Chester, and the label records that it was "captured at the battle of Bunker Hill." It is rudely made, about four feet long and two feet in width, with only eight or ten stripes and about as many stars. I once ascertained by inquiry that it was presented to the Chester cathedral by an officer of the army of that country who served on the British side during the Revolutionary war and was placed over the tomb of Mr. Phillips because he was one of the most prominent Tories in the American colonies. In Ramsey's "History of the Revolution," page 150, is a footnote describing the gallant conduct of Sergeant Jasper at the battle of Fort Moultrie, when he seized the colors from the hand of Lieutenant Hume as the latter fell wounded and planted them upon the ramparts of the fort. "In doing so," the note says, "he received a wound which terminated in death; but the retreat being ordered, he brought off the colors with him. These were taken at the fall of Charleston and are said to be now in the Tower of London."

Jasper received his death wound at the battle of Savannah and not at the battle of Fort Moultrie, and the statement that his colors are in the Tower of London may be equally inaccurate.

BRITISH NAVY DEFICIENT.

Startling Assertion in Manifesto Issued by Navy League.

The Navy league of London has issued a striking manifesto in which it emphasizes the deficiency of the fleet of Great Britain, especially in the Mediterranean squadron. The league declares that there is a deficiency in all classes of vessels, from battleships to destroyers, as well as a complete absence of fleet auxiliary of all kinds, while many items, such as smokeless powder, telescopic sights, etc., necessary in fighting a fleet, are lacking.

Russia May Abolish Her Nobility.

At present the czar's subjects are divided into four general classes—the nobility, the clergy, the inhabitants of the towns and those of the country—says St. Petersburg correspondent of the Pittsburg Dispatch. The nobility is itself of two kinds—hereditary and personal. An officer acquires life nobility on acquiring a certain rank in the army or navy. Those who attain captain in the navy become hereditary nobles. It is most probable that when the proposed reform of the Russian system of class organization takes place the nobility will cease to exist as a separate class in the nation.

DON'T TOBACCO SPIT and SMOKE

Your Life may be easily made well, strong, magnetic, full of new life and vigor by taking NO-TO-BACCO, ten pounds in ten days. Over 500,000 cured. All druggists. Cure guaranteed. Booklet of advice FREE. Address: STERILIZED REMEDY CO., Chicago or New York. 437

GREATLY REDUCED RATES

WABASH RAILROAD. Special Rates now on sale to Pan-American Exposition at Buffalo.

Summer Tourist Rates on sale daily to all summer resorts at reduced rates. The WABASH with its own rails from Kansas City, St. Louis or Chicago offers the shortest and only line to Buffalo and Niagara Falls. Stopover at Buffalo and Niagara Falls allowed on all tickets. For rates, folders, and all information, call on your nearest Ticket Agent or address Jos. Teahon, T. P. A., Omaha, Neb., or C. S. Crane, G. P. & T. A., St. Louis, Mo.

GREATLY REDUCED RATES

via WABASH RAILROAD.

\$13—Buffalo and Return—\$13 \$31—N. Y. and Return—\$31

The Wabash from Chicago will sell tickets at the above rates daily. Aside from these rates the WABASH runs through trains over its own rails from Kansas City, St. Louis and Chicago and offers many special rates during the summer months, allowing stopovers at Niagara Falls and Buffalo. Ask your nearest Ticket Agent or address Harry E. Moores, Gen'l Agt., Passenger Dept., Omaha, Neb., or C. S. Crane, G. P. & T. A., St. Louis, Mo.

CHEAPER THAN EVER

to COLORADO and UTAH Daily to *Sept. 10th, 1901.

via the Great Rock Island Route

Great Rock Island Route

Round Trip Rates from Missouri River Points to Denver, Colorado Springs and Pueblo.

*\$15.00 Aug. 1 to 10; Sept. 1 to 10.

*\$19.00 July 10 to 31; Aug. 11 to 31.

Similar Reduced Rates on Same Dates to Other Colorado and Utah Tourist Points. Rates from other points on Rock Island Route proportionately lower on same dates of sale. Return Limit October 31, 1901.

The Superb Train

COLORADO FLYER Leaves Kansas City daily at 6:30 p. m., Omaha 5:20 p. m., St. Joseph 5:00 p. m., arriving Denver 11:00 a. m., Colorado Springs (Manitou) 10:35 a. m., Pueblo 11:50 a. m.

Write for details and Colorado literature.

E. W. Thompson, A. G. P. A., St. Joseph, Kas. John Sebastian, G. P. A., Chicago.

BEST LINE TO BUFFALO

MISSOURI PACIFIC RAILWAY

You can leave Lincoln at 9:15 a. m. and arrive at Buffalo at 7 p. m. next day—only one night on the road. Compare this time with other lines.

Round-trip rates are: \$28.20, good for five days; and \$35.35, good for fifteen days. City ticket office, 1029 O. st.

F. D. CORNELL, P. & T. A.

INTERESTING RAILROAD RATES

SPECIAL LOW RATE EXCURSIONS TO THE BLACK HILLS.

Dates of Sale: July 10th to August 31st, inclusive. Rates: To Hot Springs, Deadwood, and Lead, S. D., and return, one fare plus \$2 for the round trip. Final Limit: October 31st. Transit Limit: Going trip, fifteen days; return trip, continuous passage. Stop-over: Stop-over will be allowed at any point on the F., E. & M. V. R. R. west of Stanton, Neb., within the going transit limit of fifteen days from date of sale.

The Wonderful Black Hills is becoming a favorite western resort. The climate is exceptionally good, the altitude varying from 3400 to 6000 feet. Scenery varied. Hot Springs is the advantage of climate, altitude, scenery and waters. These waters have effected some remarkable cures in the following named diseases: Chronic rheumatism, malaria, syphilis, profla, skin diseases, female diseases and weakness, dropsy, erysipelas, congestions, granular diseases, nervous troubles, kidney diseases, etc. The business man who may omit not be interested in mining, in the industries incident thereto, will find himself interested in the busy mining centers of the upper hills, namely, Deadwood and Lead. Ask any agent of the North-Western Line east of Long Pine, Neb., for further particulars, or an attractor offered in the Black Hills.

SPECIAL LOW RATE EXCURSIONS TO MINNESOTA.

Dates of Sale: July 10th to August 31st, inclusive. Rates: To St. Paul, Minneapolis and Duluth, Minn., from any point on the F., E. & M. V. R. R. east of Long Pine, Neb., one fare plus \$2 for the round trip. Transit Limit: Continuous passage in both directions. Final Limit: October 31st.

These low rate excursions with their limit will give an opportunity for you to spend their vacation at some of the finest Minnesota resorts. Ask any agent of the North-Western Line for further particulars, the cards, etc.

C. & N. W. ROUTE. HOMESEEEKERS' EXCURSION

to points in Nebraska, Michigan, Wisconsin, Minnesota and both Dakotas. One fare for round trip, plus \$2. Dates: July 16, August 6 and 20. Depot, 9th and S streets, Omaha. City ticket office, 117 so. 10th st. O. I. Johnson, C. T. A. E. T. Moore, depot agent. R. W. McGinnis, gen'l agent. Lincoln, Neb. Write for further particulars, the cards, etc.

NEW LANDS OPENED FOR SETTLEMENT.

By proclamation of the president of the United States the lands sold by the government by the Kiowa, Comanche and Apache Indians will be opened for settlement on August 5th. The Rock Island is the only railroad which runs to this strip. Their Omaha & Oklahoma Flyer runs through to this country without change of cars. For rates and other information address: F. H. BARNES, C. P. A., Lincoln, Neb.

ADDITIONAL COLORADO EXCURSIONS.

The Rock Island Route will sell tickets from Lincoln to Denver, Colorado Springs and Pueblo, and return August 1st to 10th at a rate of \$10.00. Rate until August 1st. One fare plus \$2 for the round trip. All tickets good until Oct. 31st for the return. F. H. BARNES, C. P. A., Lincoln, Neb.

FOR A SUMMER OUTFIT.

The Rocky Mountain regions of Colorado reached best via the Union Pacific provide lavishly for the health of the invalid and the pleasure of the tourist. Amid these rugged steps are to be found some of the most charming and restful spots on earth. Fairy lakes nestled amid sunny peaks, and climate that cheers and exhilarates. The SUMMER EXCURSION RATES. Put in effect by the Union Pacific enable you to reach these favorite localities without unnecessary expenditure of time or money. ONE FARE FOR THE ROUND TRIP plus \$2.00 for Missouri River in effect June 18th to 30th; July 6th to August 31st inclusive.

The Union Pacific will sell tickets on July 1st to 9th inclusive, September 1st to 10th inclusive, at \$15.00 for the round trip for Missouri River points.

Proportionate low rates from intermediate points, low rates from intermediate points, low rates from intermediate points. Full information cheerfully furnished upon application. E. B. SLOSSON, Agt.

Burlington Route SUMMER OUTINGS VIA THE BURLINGTON TO COLORADO, MINNESOTA, and the BLACK HILLS TO THE FOLLOWING POINTS AND RETURN: Sept. 1st to 10th—Duluth \$15.00—St. Paul and Minneapolis \$11.00—Hot Springs \$14.00—Deadwood \$15.00—Denver \$15.00—Colorado Springs \$15.00—Pueblo \$15.00—Glenwood Springs \$15.00—Lead \$15.00—Ogden \$15.00. July 10th to August 31st—Duluth \$15.00—St. Paul and Minneapolis \$14.00—Hot Springs \$17.00—Deadwood \$17.00—Denver \$17.00—Colorado Springs \$17.00—Pueblo \$17.00—Glenwood Springs \$17.00—Lead \$17.00—Ogden \$17.00. All tickets sold at the above rates are limited for return to October 31, 1901. Call and get full information. WHERE. WHAT. DATE SALE. RATE. LIMIT. EXT. LIM. Milwaukee \$15.00 July 20 to 22 15.00 July 30 Aug. 1 Chicago \$15.00 July 23 to 25 15.00 July 30 Aug. 1 Louisville \$15.00 Knights Templar, Aug. 24 to 29 22.50 Sept. 2 Sept. 15 City Ticket Office Corner 10th and O Sts. Telephone 235. Burlington Depot 7th St., Bet. P. and Q. Telephone 25.