

TO OVERSHADOW ALL THE WORLD

Your Uncle Samuel Will Lead All Nations at the Paris Show.

Out on the Avenue Rapp in Paris are the splendid offices of the American commissioner. When I was there recently, Commissioner Peck was away, but smooth-faced, pleasant-mannered Commissioner Woodward told me that the plans for the American pavilion had that day been approved by the special fire department, which had been organized for the exposition. It will be reminiscent of the Administration building at the World's Fair in Chicago, and will be quite the finest building erected by any visiting nation. Its elaborate white front, surmounted by a tremendous dome 180 feet high, will rise majestic on the banks of the Seine a little below the Alma bridge. Its site now is utterly bare except for the pleasant fluttering of the American flag. Whatever may have been the feelings of France toward America at the time of the Spanish-American war, and whatever may be the general sentiment of the people of France toward the people of America now, France has certainly showed the greatest desire to be agreeable to our commissioners and generous to our exhibitors. Notwith-

I asked Commissioner Woodward what he thought would be the finest American exhibit. "Probably machinery and electricity," he replied. "I expect America to take more space in those sections than in any other. In one field, which was at the beginning essentially French, we have made marked inroads. Our exhibit of American automobiles will be extremely fine. "Another and very gratifying exhibit will be that which our painters will make. Our share of the art section will unquestionably be a revelation to France. There is something fine in thinking that America, the newest of the countries, will come over here and do something in the very art center of the Old World which will be striking and meritorious. The man in charge of the work of collection and arrangement—John B. Caldwell of New York—will, I am sure, please everybody. "Some of the state exhibits will be very fine. California is particularly proud of its horticultural interests. New York is anxious to show its great strides in the path leading toward

eleven-page newspapers, printed in fine colors, every sixty minutes. This would be equal to 152,000 of the French four-page papers every hour. "The American government and the various state governments will actually spend more than \$3,000,000 on the exposition. The federal appropriation amounts to \$1,500,000, and in addition to that almost every one of the states has appropriated a sum. These state appropriations range between \$10,000 and \$120,000. "The man who said that every street in Paris seemed to be called the 'Rue Barre' (closed street) spoke wisely. The French capital is literally fast and furious upside down by the approaching exposition. "It is pleasant for an American who knows aught of our World's Fair of 1894 to contemplate the exposition grounds in Paris. They will not compare with the great World's Fair grounds in Chicago. This may be wholly because of the cramped space, and it may be because the French do not understand as well as we do how to lay out the site for such a great show. There will be no such grand whole at Paris in 1900 as there was in Chicago six years before. Some of the buildings will be superb, two particularly—the great and little palaces which will glare finely and almost virgin white on the Champs Elysees after they are finished, and will be finer than anything that Chicago had. This is not because of their impressive

IT COSTS 35 MILLIONS.
An Enormous Sum Spent in Rebuilding and Re-equipping the R. & O. R. R.
The receivership of the Baltimore and Ohio railroad, which has just come to a close, was remarkable in many ways. Messrs. Cowen and Murray did not follow precedent, but went ahead and placed the property in first-class shape, instead of attempting to maintain it in the condition that they found it. Of course the receivers were upheld by a majority of the security holders and the court, but the Baltimore and Ohio receivership marked an epoch in such affairs that will be historical. The vast sums expended were put out in '98 and '99, when trade was at a low ebb and money scarce. During their administration the receivers purchased 15,320 box cars, 6,314 wooden gondola cars, 6,000 pressed steel cars, 210 miscellaneous freight cars, postal, express and dining car equipment, at a total cost of \$17,000,000. The 210 locomotives cost nearly two and one-half millions. The steel rail purchased amounted to 123,919 tons, costing \$1,142,152, and there were bought over 3,000,000 cross ties, costing \$1,700,000, and 720,000 cubic yards of ballast amounting to \$625,000. The new steel bridges aggregate in value \$750,000, and fully as much more was spent in improving the several terminals, erecting new buildings, reducing grades and changing the alignment. The maintenance of way payroll, or the amount paid directly to men employed in making improvements on the tracks, etc., in three years was nearly twelve millions of dollars. The total amounts to about \$25,000,000, of which about \$15,000,000 were secured by the issuance of receivers' certificates and the balance through car trusts, earnings from the property and from the reorganization managers. Most of the purchases of equipment and rail were made when material was low in price and manufacturing concerns were in great need of orders to keep their plants in operation. Steel rails are worth now from \$6 to \$9 a ton more than when the receivers made their purchases, and locomotives have advanced from \$2,000 to \$30,000 in price. The equipment alone, if purchased today, would cost \$5,000,000 more and the other improvements \$1,000,000 more. President Cowen is authority for the statement that the new company intends spending \$10,000,000 more in improvements in the next year or two.

When a girl refuses a common place man he often goes away and gets to be somebody just for spite.

The Battleground Route.
The veterans of '61 and '65 and their friends who are going to attend the thirty-third G. A. R. annual encampment at Philadelphia in September could not select a better nor more historic route than the Big Four and Chesapeake & Ohio, with splendid service from Chicago, Peoria and St. Louis on the Big Four, all connecting at Indianapolis or Cincinnati, and thence over the picturesque Chesapeake & Ohio, along the Ohio river to Huntington, W. Va.; thence through the foothills of the Alleghenies over the mountains, through the famous springs region of Virginia to Staunton, Va., between which point and Washington are many of the most prominent battlefields—Waynesboro, Gordonsville, Cedar Mountain, Rappahannock, Kettle Run, Manassas, Bull Run, Fairfax and a score of others nearly as prominent. Washington is next, and thence via the Pennsylvania Line direct to Philadelphia. There will be three rates in effect for this business—first, continuous passage, with no stop-over privilege; second, going and coming same route, with one stop-over in each direction; third, circuitous route, going one way and back another, with one stop-over in each direction. For full information as to routes, rates, etc., address J. C. Tucker, G. N. A., 234 Clark street, Chicago.

A genius is a person who can make lemonade just sweet enough and just sour enough for everybody in the family.

A few years ago hard times met the Western farmer deny himself everything save the bare necessities of life. Then came the great crop year of 1897 and with it a story. A Nebraska farmer carried a mortgage of \$4,200 on his property and it was a burden hard to contend with. The wheat crop in '97 was enormous and the prices were high. He appeared at the bank shortly after harvest, pulled out \$4,000 and asked for a loan of \$200 to enable him to cancel the mortgage note. The banker, who held the note, urged him not to bother about it, but go and buy cattle with his \$4,000, feed his corn crop and in that way get the maximum for his product. "No, sir," replied the farmer. "I want to pay that note now. Then when I harvest the corn crop I'm going to pay you back that \$200 I just borrowed, and then do you know what I'm going to do?" and his honest face beamed all over with pleasure. "I'm going to buy a buggy!" This little incident tells the story of thousands of others out in Nebraska, and the fact that during the past six months one concern (The Stover Cattle Company of Chicago) have shipped to one firm in Omaha alone one hundred and thirty carloads of buggies and carriages, averaging about 22 to the car, makes it very evident that prosperity is with Nebraska. It is a wonderful state with great resources, and the crops of the past few years have put Nebraska farmers in an enviable position.

Any girl who refuses a sparkling diamond engagement ring must be stone blind.

The reckless balloonist is apt to take one drop too much.

The Illinois Central is constructing a freight car yard at New Orleans which will have twenty-eight miles of tracks and will hold 2,000 cars. The yard is being so arranged that cars can be distributed from the receiving point to any other point by gravity. This will save an immense expense for switching cars in.

"Yes," said the excited man, "he tried to act the hog and treat me like a dog, but I soon showed him he was playing horse with the wrong man when he monkeyed with me!"—Indianapolis Journal.

A SAILOR'S STORY

OLD SALT ON WAVES 100 FEET HIGH.

Would Crash a Ship if They Fell on Her Deck—No Wave Higher Than 50 Feet Ever Has Been Seen, So It Is Averred.

When asked if he had ever seen a wave 100 feet high, the old sea captain shut his weather eye, whistled low and long and, looking up at the masthead, replied:

"Why, of course I have."

"Where?" inquired the questioner, eagerly.

"In Mexico," curtly remarked the captain.

The curious man was silent after this setback that the humane salt, thinking he might have offended him, looked at him commiseratingly, and said: "You are not the only one in the wrong about sea waves. There is an instrument, a scientific instrument, called the marine dynamometer, which measures the force of waves by the use of springs of known strength. The force of the impact is transferred to the springs, and the distance to which the springs are impressed is registered. In this manner the force of the wave, in ordinary circumstances only, is found to be as high as three tons to the square foot, and under exceptional circumstances the pressure has been double that weight, which is something I do not care to meet on my vessel. When a wave of 500 tons falls on a ship it is just as though 500 tons of iron had struck her. It is seldom that a wave strikes a ship a fair blow, and when it does the ship is generally found to be built of sufficient strength to stand the test. Three tons to the square foot is forty-two pounds to the square inch. Do you think it any wonder that a great wave, falling upon a vessel with such tremendous weight, should, in some cases, sink her? Now, suppose a wave fell from 100 feet to the deck of this ship, where do you suppose you and I would be—every soul on board of her would be one minute after? Where but gone to Davy Jones' locker?"

The old salt took a turn down the deck and back again, and seeming worried about the subject, said:

"I've read 'The Physical History of the Sea,' by the Comte De Marsill, a sensible book, and he tells us that the highest wave observed by him on the shore of Langueedoc, where the fetch of the Mediterranean is 600 miles, was thirteen and one-half feet from crest to base. But Dr. Scoresby found waves in the Atlantic from thirty to forty-three feet high, measuring from the crest to the bottom of the hollow. Mind you, these were the largest that were ever measured to my knowledge, and seldom met with. While you have been standing upon the shore you may have noticed the swell from a large steamer and noted its force. The tide at that time, if ebbing, serves the purpose of the sandy shore, and the volume of water in the vessel's swell is hurled with a momentum which may have carried it to your feet. In such case it would seem as if the current, running against the incoming swell, would either wholly destroy the force of the latter or at least reduce its force; but the forces of the waves are peculiar. Among us seamen the fact is well known that the nastiest ocean waves are in the Gulf Stream, and to the southward of the Banks, where the current with mighty strength opposes them when they come from the east. The current makes them narrower and crowds them up steeper, and one mass of water moves in an opposite direction over the other, just as the wave rushes over the sandy beach up on shore.

"The largest waves are to be found off the Cape of Good Hope, where there are not over a dozen swells to the mile sometimes, and these are not at all dangerous as compared with such a sea as was met by the steamer Glamorgan in her passage from Liverpool to Boston, fifteen years or so ago. She was in a gale that tore her iron bulwarks off the ship as if they were paper, broke things up generally, tore off hatches and filled the hold with water. Those on board who were not killed by that wave were taken off by another ship. But that was nothing to the force of the waves at other times. Almost any captain can tell you of such a thing as his vessel having been completely overcome by a heavy roller, so that she lost headway and stood trembling in the sea. Everybody who has traveled the ocean many times has noticed that after a series of moderately high waves have gone by there will be three in succession that will be much larger. Then there will be a long period of very moderate waves, then three or more monsters. I think that tides or currents trip up the waves and bring them together till they unite in the enormous swells that are so much to be dreaded by sailors.

"It was at Peterhead Harbor, on the English coast, about fifty years ago, that there was a great crowd of people on the beach one day watching the enormous swells coming in from the worst storm on record for that part of the world. About two hours before high water three tremendous waves rolled along shore and broke on the beach, carrying away 350 feet of a great bulwark rising nine and one-half feet above high water at the spring tides. One piece of this wall weighed thirteen tons, and was carried fifty feet. That was power for you! Then, exactly two hours after high tide, singularly enough, three more great waves came in there, but the worst damage had been done.

Enormous Shoe Selling.
"Selling good shoes cheap," the motto of Hayden Bros., "The Big Store," it will live up to. They do an enormous shoe business both in Omaha and through the mails, and are rapidly becoming recognized as the greatest mail order house in the west. Send postal card for free fall clothing catalogue. When in the city see their stock of harness, whips and horse supplies. Last year 48,332 pounds of tortoise-shell were imported in England.

"Honor is Purchased by Deeds We Do."

Deeds, not words, must in battles of peace as well as in war. It is not what we say, but what Hood's Sarsaparilla does, that tells the story of its merit. It has won many remarkable victories over the arch enemy of mankind—impure blood. Be sure to get only Hood's, because

Hood's Sarsaparilla Never Disappoints

WINCHESTER REPEATING ARMS CO.
174 Winchester Avenue, New Haven, Conn.

The truths we least desire to hear are those which it would be to our advantage to know.

Patents.
Business with the inventor is on the increase, for this week the record of the sales of patents is the largest that has been made for some time, as 36 per cent of the inventors who received patents were able to sell their invention before the patents were issued, as is shown by the U. S. patent office report. Three hundred and eighty-three patents were issued and of that number 139 were sold. Of the prominent concerns who bought patents were found the following:

- Electric Power Development Co.
 - Philadelphia Hardware & Malleable Iron Works of Pennsylvania.
 - Pratt & Whitney Co., Hartford, Conn.
 - Westinghouse Electric & Mfg. Co. of Pennsylvania.
 - U. S. Acetylene Liquefaction Co. of New York.
 - Phillips Mfg. Co. of New York.
 - American Cotton Co. of New York.
 - Mississippi Valley Electrical & Mfg. Co. of St. Louis, Mo.
- Parties desiring information in regard to patents should address Bues & Co., registered patent lawyers, Bee bldg., Omaha, Neb.

Harrisburg has an ordinance forbidding the placing of sample packages of anything on doorsteps.

For Easy Ironing use "Faultless Starch." No sticking, blistering or breaking. It leaves a beautiful finish and does not injure the most delicate fabrics. All grocers sell it, 10c a package.

The republic of Venezuela contains 506,159 square miles. It is larger than any country in Europe except Russia.

I shall recommend Pivo's Cure for Consumption far and wide.—Mrs. Mulligan, Plumstead, Kent, England, Nov. 8, 1898.

Englishmen may now spend a fortnight in Paris or Switzerland for \$35 or enjoy a Norwegian tour for \$50.

Mrs. Winslow's Soothing Syrup.
For children teething, soothes the gums, reduces inflammation, allays pain, cures wind colic. 25c a bottle.

The completion of the million and a half dollar terminals of the Burlington Railroad at Quincy, Ill., marks an important stage in the development of that system. It was only five years ago that the road built into St. Louis, and established there an enormous freight yard, with a capacity of 3,000 cars. Elsewhere, at Chicago, St. Paul, Kansas City and Denver, the Burlington has facilities for handling freight and passengers that are unequalled.

\$18 buys new upright piano. Schmolzer & Mueller, 1313 Farnam St., Omaha.

Probably nothing grows so monotonous as having a collector come around with the same old bill every month.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one graded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of Testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by Druggists. Hall's Catarrh Pills are the best.

Britain uses 72,000 tons of paper yearly in postal cards.

In a new attachment for holding belts in place on the trousers a metallic plate is fastened to the under side of the belt and contains an eyelet with one side enlarged for the entrance of the button, with a spring tongue to lock the button in place.

Ours is a propelling mechanism for small boats are replaced by a Chicago man's device. Having a pair of journal boxes attached to the sides of the boat, in which are mounted short shafts, with handied cranks at the inner ends and small paddle wheels at the outer ends to drive the boat.



UNITED STATES GOVERNMENT BUILDING AT THE PARIS EXPOSITION—180 FEET HIGH.

standing differing reports concerning the amount of space allotted to America by the Paris managers, the fact remains that America has been given a larger floor area than any other one exhibiting nation, and when the space upon which our pavilion will stand was dedicated in the presence of Commissioner Peck and his staff, the Frenchman in charge turned courteously to the commissioner and said: "Gentlemen, you are an American soil, you need not cross the ocean to be in your native land. France welcomes the presence of this small piece of American territory, as she ever has and ever will welcome the citizens of your country."

The American pavilion will have a floor area of 75 by 90 feet. There will be four stories, and aside from the offices of the commissioner general and his staff of twelve commissioners for 1900, the building will be practically a home for visiting Americans. There will be reading rooms, resting rooms, a bureau for guides bestowed by the commissioner, a branch of the New York Chamber of Commerce, facilities for exchanging money, and offices of American express companies. Even with all these things there will be space left to be utilized. It is probable that this will be divided into rooms for separate states, in which one of the principal features will be complete sets of home papers.

popular education. Iowa and Illinois have both appropriated large sums toward making their agricultural display perfect and devoting the idea of establishing experiments in kitchen and cooking work. These two states will especially emphasize the advantages of corn as a food product. Corn is little known over here, and the Frenchman—who always likes good things to eat—will open his eyes and smack his lips when he tastes our American corn muffins.

"Nearly all the states are planning for special exhibits. We are also trying to secure some annexes to our national exhibit, one in which to show the working of our agricultural department, and another one with a typical western log cabin, especially imported for a forest and fisheries exhibition. We feel that we have something to show concerning our merchant marine, and are also trying to annex a building in which to give an idea of our chemical industries. Still another plan which we have in mind is the erection of a great American printing press. Europeans understand little about American journalism, and almost nothing of its mechanical marvels. There is not a paper in Paris, for instance, which can print more than 10,000 four-page copies in an hour on any one of its printing presses. In America there are presses in existence which will deliver, set, folded, pasted and counted, 48,000

design, nor because of their tremendous size, but because of the fact that they have been constructed of solid stone, without any of the subterfuges usually resorted to in exposition buildings, and are planned to remain permanent after the Paris show of 1900 has passed into one of the memories of the great French capital. From the same vast subterranean tract in which the Catacombs grin gloomily horrid beneath the city, the stone of these buildings has been excavated in tremendous blocks, soft and almost workable as clay. Before the exposure to the air hardens it this pleasant sandstone can be easily carved into those delightful designs of which the French sculptors are so thoroughly the masters. You can see this stone with cross-cut saws as they saw logs in the forests of Michigan. You can chip it with axes as the American carpenter chips his timber with his axe. It is scarcely less easy to handle than wood is and has the whiteness and beauty of marble after it has been placed in position. The whole tremendous inclosure in which these great buildings are being constructed shines and glitters blindingly from the white dust of this strange stone.

EDWARD MARSHALL.

The doubt that is an interrogation may be a blessing, but if it is a determination, it is a curse.