

tion of Charles E. Hughes as the governor of the state of New York."

W. R. Hearst, the democratic nominee, returned tonight from Poughkeepsie, where he spoke to a large audience, but only indirectly referred to the action of the convention at Buffalo yesterday. Up to the present Mr. Hearst has given out no statement of acceptance and at his headquarters tonight it was stated that Mr. Hearst had not as yet received official notification of his nomination by the convention.

PITTSBURG WILL NOT HOLD OUT

English Writer Sees Chicago and Buffalo Superseding Pennsylvania as an Iron Center

London—A curious controversy has been started here regarding the pre dominance of Pittsburg as the seat of the iron and steel industry in the world.

A well known scientific writer has maintained that Pittsburg will retain her predominance on account of the proximity of the fuel supply.

Now another authority declares that Pittsburg is bound to be superseded by Chicago and Buffalo. He points out that the Pennsylvania city has to haul its ore 1,500 miles and its limestone 250 miles.

"In the race for supremacy in the production of pig iron and steel," he says, in conclusion, "Pittsburg is bound to be beaten by Chicago and Buffalo, for the simple reason that there is less ton mileage per ton of pig iron and especially as these ton miles for the two places last named are mostly by water."

He maintains that if the Spaniard could only wake up to the possibilities of his rich supply of iron, he could reap a prince's ransom by importing for two tons of ore one ton of coke and doing some work.

OLD CHINATOWN REBUILDING

Picturesque Portion of San Francisco is Being Rebuilt

San Francisco—One of the first permanent buildings to be erected in the old Chinatown district is now well under way. It is a class C structure, with pressed brick exterior and will comprise four stores and about fifty rooms for a lodging house. The picturesque old hillside, with its squalid tenements, has been purged by fire, but the placid Celestials will gather on the old site in more conventional dwellings, set up again their joss houses and put out their cabalistic red paper and their crimson lanterns. San Francisco shall always have an Oriental city in the heart of the municipality.

Dyspepsia

Is an indication that the stomach and other digestive organs are weak, tired or debilitated. It causes no end of aches and pains and is most common where people bolt their meals and hurry and worry as they do in this country.

Hood's Sarsaparilla cures dyspepsia—it has "a magic touch" in this disease.

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MORE RAILWAYS NEEDED

Amazing Growth of Traffic Fast Out-running Capacity of Existing Lines

No one who has ever been studying the business expansion of the country will be surprised at the situation which now confronts the entire railroad interests of the United States. We have outgrown our railroads, and at this, the most favorable season of the year for expeditious handling of freight, practically the whole railroad system of the country is so overwhelmed with business that there is a real shortage of cars and an utter inability to handle freight promptly. On many railroads the running of trains on schedule time seems to have become a thing of the past. Serious as this is, it does not come as a surprise to those who have been watching the relative growth of the country and its railroads.

Comparing the mileage, the number of cars, locomotives and ton mileage of the railroads of the country for 1895, 1900 and 1904 we have the following:

Mileage—1895, 180,955; 1900, 194,321; 1904, 212,348.

Cars—1905, 1,265,108; 1900, 1,385,253; 1904, 1,770,884.

Engines—1895, 36,610; 1900, 38,065; 1904, 48,658.

Ton Mileage—1895, 88,567,770,801; 1900, 141,162,109,413; 1904, 173,613,762,130.

Passenger Mileage—1895, 12,642,202,551; 1900, 16,313,284,471; 1904, 22,167,124,184.

These figures show an increase between 1895 and 1904 of 31,000 miles of 17 per cent, while of cars there was an increase of 595,000, or nearly 40 per cent, and of locomotives 12,000, or about 33 per cent. The total ton mileage of freight traffic increased by 85,000,000,000 tons, or just a little less than 100 per cent, and the passenger mileage by 9,500,000,000, or 75 per cent. These figures give some indication of the very great improvement in the traffic per car and per locomotive. With a gain of only 33 per cent in the number of locomotives the freight traffic has increased nearly 100 per cent while the mileage of railroads increased during the period 17 per cent. Since 1904 this growth in traffic has gone on still more rapidly, and we are now at a point where the present railroads with their present equipment have reached the utmost limit of their facilities, and a further increase in traffic would be practically impossible unless there should be a steady expansion in the facilities for handling. It is true that the railroads are ordering new rolling stock and improving their roadbed and many of them are double tracking, and some of them in places putting down three and four tracks, but it is well worth while considering if we had not reached a point where there must either be a breakdown in the handling of traffic, a serious curtailing of business, or a broad expansion of railroad building, and better equipment of existing roads than we had in the past.

The growth which we have seen during the last ten years, stupendous as it has been, must of necessity be far exceeded by that of the next ten years. There may be ups and downs of business, but while we are to expect an occasional slackening from the present high pressure, each new burst of activity carries the country far ahead of the point at which it started. To a population of about 85 million we will add during the next

Free Trip To Omaha and Return!!

We want to get acquainted with more people in the outlying country of the west. We want more people to get acquainted with our big store. We want more firesides of this western country to profit by the great values this big store buys and sells every day in the year. We are going to make a proposition so that you can visit Omaha without spending one cent for railroad fare.

Listen Attentively!

The AK-SAR-BEN FESTIVAL is the most glorious event that was ever celebrated. This year it will be grander and on a much larger scale than at any time in its history. It gives you and your family an opportunity to come to Omaha and have the time of your lives. During this great event the railroads will make special rates for October 1, 2, 3, 4 and 5, on all trains coming into Omaha.

Now Here is the Proposition

If you come to Omaha and find it to your advantage to buy merchandise, of any description, in our store to the amount of 50c for each mile distance from your railroad station to Omaha, WE WILL REFUND YOU YOUR ROUND-TRIP FARE on showing us the return end of your railroad ticket.

For Instance

If your railroad station is 20 miles from Omaha and you buy \$10 worth of goods we will refund your round-trip fare as indicated above. If 100 miles from Omaha, and you buy \$50 worth, we will refund your round-trip fare, and so on.

You understand of course, that all railroads will be giving special excursion rates to Omaha on these dates only, October 1, 2, 3, 4 and 5; be sure and ask for an excursion ticket from your ticket agent.

We trust you will take advantage of this proposition to come to Omaha, be entertained, buy the biggest bargains of your life, and get your round-trip railroad fare refunded.

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