STREET-CAR SCENES.

What a New York Car-Driver Has to Say About Them.

Quelling Disorderly Persons—Eccentric and Singular Passengers

From the New York Star.

"Life on a night car is not so dull and monotonous as the average person would suppose," was the reply of a driver on a Third avenue street car to The Star reporter last night, who had invited conversation by asking the knight of the lines and brake if he did not "prefer driving by day." The car was a closed one, and as the hour was quite late, the man of news was riding on the front platform, loth to throw away a freshly-lighted cigar. "I have been driving of night now for over five years," the driver went on, "and in that time I have contrived to see about as much life in Chatham street and the Bowery as the average driver. Whoa, there; can't you stand up, you old bundle of bones?" he cried, rebuking one of the horses which lost its footing and came within an ace of slipping down on the paving stones at the Pearl street crossing "Everything is so damp to-night that the horses can scarcely keep their feet," he continued. "And this is a poor team, too. The company always have their best stock on the day cars. When a horse comes on the line fresh from the country, he is full of fire and pays no attention to the bell. By the time he has dragged a day-car, competing with the Elevated, for a couple of yeras and sustained

A THOUSAND FALLS,

he is as stiff as an old man; than he is turned over to the night runs, when the running time is lengthened from ten to thirty minutes, and—" "Going up?" "Not this evening; some other evening; good evening." The break in the conversation was occasioned by two young girls who were standing alongside of the track, at the entrance to the Bowery, as though waiting for a car, and the driver checked the speed of his car as he addressed them. Their slangy answer evidently nettled him, for he struck the off horse a stinging blow with his whip, and muttered something by way of consolation, that the young women were not good enough to ride in his car. "You occasionally carry some pretty rough passengers, do you not? "Rough passengers? Now you are shouting The roughs only travel late at night. In the early evening they are quiet because they have not become waked from stale beer or villainous whisky, but, later in the night, when they are three sheets in the wind, they are as nasty as rattlesnakes. I carry all these low bummers, 'ropein,' runners and 'heelers' for the Chatham street and Bowery dives. This trip is too early for them, but when I leave the city hall on the next run, a score of them will climb on board before I get to Grand street. The majority of these hoodlums live between Thirty-fifth and Fiftieth streets and above Ninetieth street on the east side. They all know me, and, as they never fail to greet me when getting on the car, I can say, without the slightest exhibition of pride, that I am on speaking terms with some of the most notorious

THIEVES AND CUT-THROATS

in New York city. "Do they ever make trouble on the trip?" "Not as a usual thing. They know me and understand that I know them and would give them away to the police if they ever got on my car the second time. At times one will come aboard a little drunker than usual, and pick a quarrel with some timid-looking respectable passenger." "What course do you pursue on such occasions?" "Well, it is a good deal like a play. I recognize the offender as the heavy villain, and myself as the avenger. I stop the car, set up the brake, walk inside and catch him by the throat. The conductor comes to my assistance, and we railroad the offender out of the car quicker than a tonguey woman could say Jack Robinson. I never warn them of what I am about, for that might give them a chance to draw a knife. I fire them out first and lecture them after the car starts on. About once a month one of this class, who is a stranger on the line, will try to go for a watch or a pocket-book. If either the conductor or I detect the thief, we hail a policeman or else give the rascal to understand that we are on the alert. I can always tell when a job is put up to work a car. One fellow will get on at a street crossing and walk up to the upper end of the car, a second will get on a half-block further along, and the third will be at the next crossing. If more than three are travelling together, two will get on together, say at the second crossing. If the first man thinks there will be any difficulty, or that the prospect is not worth the risk of detection, he will leave the car before they all get on. Once aboard, they gather about th drunkenest or richest dressed passenger, and then if I or the conductor decline to interfere, they are both conductor and driver for a time. The devices by which passengers may be robbed are many. A mock quarrel can be begun, and in the general sham battle which ensues watch chains can be snapped and their owners will not realize their loss until the thieves have left the car. One can get on the front platform and one on the rear and keep myself and the conductor chatting while their pals are free to

WORK THE PASSENGERS.

It was on this score that some years ago placards were put in each car urging that passengers should not engage the conductor or driver in conversation, and spotters were sent out with many cars to see whether we were livin up to the rule which forbid conversation. Sometimes a thief will try to rob the conductor, but as a usual thing the crooks know that the man who works the alarm monitor has to account for every fare registered, and so are honorable enough to let him alone." "Do many women travel on the night cars?" "On this trip, yes; on the following trips?" No. At this season of the year a great number are coming from Coney Island and Rockaway, and they save five cents by riding on the surface line. Next trip the waiter-girls from the concert saloons, and the cooks and servant girls, who have been out for 'a time,' will climb on at every block. The women on this run are pretty respectable, but occasionally they have taken too much beer. I hate a drunken man, but I never see a drunken woman without a feeling come over me that I would like to ring her neck. Intemperance is growing among women, too They start out by drinking a glass of beer before going to bed of an evening, and as they cannot begin to stand as much liquor as a man the first thing they know they are regular sots. A woman who likes beer, and fosters the desire for it, speedily loses all claim to being a lady A few nights ago a woman got on who was dressed in black silk. She actually wore diamonds, and a watch and chain that must have cost $300. She was very drunk, but put on a haughty air and assumed

A DIGNIFIED BEARING.

She sat in the left-hand upper corner, and the car was pretty well crowded. At Hester street an old hag got on. She was slouchily dressed, and not quite so drunk as the other woman. By the side of the nicely-dressed woman there was about four inches of unoccupied space, and the new-comer attempted to wedge herself into it. Such a look of disgust as she received I never saw before. Beckoning to the conductor, the woman with the fine clothes managed to say: "Con—ductor, remove this vag—a—bond, please?" "You dare call me—me, a lady—a vagabond, you drunken thing!" cried the dilapidated-looking female, and, before anyone could interfere, she flew in the fine-looking woman's face and almost scratched her eyes out before we could interfere. As it was, the assaulted woman went into hysterics, had a touch of the jim-jams, fainted and converted the car into a traveling hospital before we got to St. Mark's place, where she wished to get off. Very frequently the Bowery girls who travel on the late trips fight. They always carry a heavy whisky glass in their pockets, and a few of them carry revolvers about the size of good ten cent cigar. One night I saw a German girl with a dagger. She belonged in the Atlantic garden, and was trying to kill a fellow who was making love to a woman from one of the Bowery variety shows. She would have stabbed him, too, had she not dropped her dagger. It was very warm that night, and the front door was open, and I, who had been

WATCHING THE FUN,

quickly stepped in and put my foot on the knife, blocking her game. The fellow she wanted to stick turned white as a sheet and hurriedly left the car with his serio-comic companion. The German girl never said a word until the retreating couple turned into Prince street, and then she said, addressing me, in a cool and decidedly sweet voice: "Oblige me by removing your foot, Mr. Driver." I was so taken by surprise that I blubbered out something, and stepped off the dagger, and she thanked me with her eyes, leaned forward, picked up the glittering instrument, wrapped her silk handkerchief about it, and then allowed handkerchief and all to drop in her lap. She left the car at Sixteenth street and went up toward the Westminster hotel, and I'll wager a month's salary to a bottle of soda that she will one day knife the chap whom she carries the dagger for" As the driver concluded his story the car stopped at the stables, and while a fresh team of horses were being put on, the reporter bade him good-night and returned down town by way of the Elevated.

Smugglers Fall Into a Trap.

New York Times.

The custom house officers on the lookout for smuggling have recently been closely watching the movements of certain vessels arriving at this port, and at midnight on Wednesday made a "haul" which to no inconsiderable extent repaid them for their extra activity. The Havana line steamer the City of Washington anchored off Quarantine, early on Wednesday evening, to remain there over night. Special Officers S. D. Cook and M. J. Harrigan determined to closely watch her, and when darkness set in they rowed off toward the vessel in a small boat. For three or four hours or more they were tossed about on the waves, discovering nothing out of the usual order of things, but just before midnight their patient watch was rewarded. The steamer's stern light was raised and waved five times in quick succession. The officers pulled to the steamer. Harrigan handled the oars and sat with his back to the vessel, while Cronk forced his slouch hat well down over his face, and further disguised himself by tying a large handkerchief over the top of his head and down under his chin, as if to hold his hat on in the wind. When they reached the vessel a voice from overhead said, in half suppressed tones, "pull away and come back in fifteen minutes." They followed instructions without a word, and were soon a half mile or more distant. The fifteen minutes soon elapsed, and then the light was waved again, this time over the vessel's side. The small boat again pulled up beside the steamer. The voice overhead was heard again. "All right; here goes," and down to the boat fell a bag at the end of a stout rope. The rope was loosened and another bag followed, then another and another, till five in all had been cast down. "That's all," called out the voice, and the boat hurled toward shore, to turn as soon as darkness hid its track and make way to the hospital ship. That reached the bags were opened and the Havana cigars to the number of 7,900 were discovered, all nicely packed in pretty boxes. The seizure was made known yesterday at the custom house, and an agent of the steamship line was soon on hand for particulars, and was not a little surprised when he learned the story of the interesting way in which the smugglers on his vessel had overreached themselves and made delivery to government officers instead of to confederates. The cigars have not been appraised yet, but an examination proves that many are of extra brands. The steamer will probably have to pay a heavy fine, there being no evidence as to the identity of the persons who threw the cigars overboard.

Liquid Gold

Dan'l Plank, of Brooklyn, Tioga county, Pa., describes it thus: "I rode thirty mi'es for a bottle of THOMAS' ECLECTRIC OIL, which effected the wonderful cure of a crooked limb in six applications; it proved worth more than gold to me."

17eod1w

THE AMERICAN METROPOLIS.

A City Exposed to Destructive Conflagrations.

Poor Water Supply and Wretched Fire Protection.

New York letter to Philadelphia Record.

The great fire at Vanderbilt's horse car stables on Fourth avenue, and which made a ruin of Morell's elegant storeage warehouse with its valuable contents, has called attention to the liability of this well-built city to a great down-town fire and the impossibility of checking the flames. In the great fire of 1835 there was a small supply of water and only a volunteer department; before the conflagration of 1848 Croton water had been introduced, but the mains were inadequate. In both cases buildings had to be torn down in order to check the flames. Many of our citizens imagine that with the increase of Croton supply the lower portion of the city is comparatively safe; but the fact is there is not a building below Canal street where the water rises higher than the basement. The new postoffice water supply does not rise higher than this, and yet it is built on the most favorably-situated ground in the lower part of the city. At the terminus of the horse cars, opposite The Herald building, all the water for the horses has to be brought from the Astor, the water hydrants not being available. Hence if there were a fire in that vicinity the mains would not supply enough for a single engine. In 1843 these mains were wooden four-inch mains, made by boring logs; now they are only eighteen inches, when they ought to be four feet and a half. Here is where the trouble lies in the lack of a new aqueduct and source of supply, which should supplement the Croton and render the flow of the stream inexhaustible. In nearly all down-town stores water is pumped up to reservoirs on the roof or in the top story, and nearly all the elevators are run by steam, so that the drain upon the Croton is kept up day and night.

Suppose that a fire breaks out in any down town building. In point of fact but a single stream can be turned upon it. The conflagration, even in an alleged fire-proof building, must soon gain the mastery unless the watchman or the first engine on the ground can put it out while it still requires only a few pails of water poured on the flames. If this cannot be done it must spread until an entire section of the most valuable portion of the city is in flames, and it will not be checked until dynamite is applied by some level-headed official, and a block or two of valuable buildings has been laid even with the street. The talk about fire-proof buildings is all nonsense. Take "Fort Sherman," for instance, at the head of Wall street, which will perpetuate for a few years John Sherman's peculiar ideas and methods in banking. Its massive walls seem stout enough to withstand the pressure of a dozen outside conflagrations, but within it is filled with the most inflammable woodwork which would speedily curl up its iron girders, scale off its red sandstone battlements and leave it a smoking ruin. These are facts which are undeniable, but which no newspaper in this city would dare to publish in the plainness with which they are here set down. Some of these papers have their local habitation in buildings which are professedly fire-proof, but are only iron and stone tinder boxes; others fear to distress politicians by a veritable allusion to the water supply; others, again, fear offending the Fire Department or the financiers who are erecting ten-story towers of peril. The Fire Department is all right—"the finest in the world," of course—but it is not their fault that the water supply is utterly insufficient for their needs and that the public is kept in blissful ignorance of the fact. Some day the thoughtless public of New York will learn it to their sorrow and at a cost of several hundred millions, possibly. Meanwhile their ignorance is bliss and saves them some little expense in the cost of private watchmen.

It must not be thought that there is not a fire-proof building in New York. There is one, exactly one, and no more. The building in question is the Lennox Library structure, at Fifth avenue and Seventieth street, opposite the Park. It is literally founded on a rock, being built without a cellar, on a ledge of solid gneiss and trap. There was no contract work about. Everything was done by day's work, and the bricklayers, who were all carefully selected, were allowed only to lay so many bricks a day. The result of Mr. Lennox's conscientious care is not only one of the handsomest buildings in the city (its outside walls are of fine white marble), but the only one which is absolutely fire-proof. Within its secure walls are already placed a choice collection of statuary and paintings (including "Milton Dictating Paradise Lost to his Daughters"), and the libraries are placing and cataloguing the finest library in America. The building is better worth a visit than any other in or about Central park. Let us hope that when completed it will be thrown open to the public at an hour when its treasures can be made use of by the general public, especially our workaday young men and women. The Astor library and most of the others are closed during the only hours in which working people can visit them. If opened until a reasonable hour in the night, they might possibly escape an accidental fire which would be fatal to the valuable contents of the buildings. As for the few libraries that are kept open to evening visitors, their available contents are mainly works of fiction.

SEE HERE

You are sick; well, there is just one remedy that will cure you beyond possibility or doubt. If it's Liver or Kidney trouble, Consumption, Dyspepsia, Debility, "Well's Health Renewer" is your hope. $1. Druggist Depot, C. F. Goodman, Omaha. (4)

Bucklin's Arnica Salve.

The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chillblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by

ISH & MCMAHON, Omaha.

TARRANT'S SELTZER APERIENT

"As yellow as a lemon," expresses the fact that jaundice has set in. The poor, ill-used liver has turned like the "trodden-upon worm," and asserted her rights. Use at once

Tarrant's Seltzer Aperient,

regularly, according to directions; get the system in proper shape, and soon the bloom of youth will return to the cheek and health be restored. No medicine is better for the general system than TARRANT'S SELTZER APERIENT.

SOLD BY ALL DRUGGISTS.

daily eod.

For You, Madam,

Whose complexion betrays some humiliating imperfection, whose mirror tells you that you are Tanned, Sallow and disfigured in countenance, or have Eruptions, Redness, Roughness or unwholesome tints of complexion, we say use Hagan's Magnolia Balm. It is a delicate, harmless and delightful article, producing the most natural and entrancing tints, the artificiality of which no observer can detect, and which soon becomes permanent if the Magnolia Balm is judiciously used.

If you are a man of business, weakened by the strain of your duties avoid stimulants and use Hop Bitters.

If you are a man of letters toiling over midnight work, to restore brain nerve and waste, use Hop B.

If you are young and suffering from any indiscretion or dissipation; if you are married or single, old or young, suffering from poor health or languishing on a bed of sickness, rely on Hop Bitters.

Whoever you are, whenever you feel that your system needs cleansing, toning or stimulating, without intoxicating, take Hop Bitters.

Thousands die annually from some form of Kidney disease that might have been prevented by a timely use of Hop Bitters.

Have you dyspepsia, kidney or urinary complaint, disease of the stomach, bowels, blood, liver or nerves? You will be cured if you use Hop Bitters.

D. I. C. is an absolute and irresistable cure for drunkenness, use of opium, tobacco, or narcotics.

If you are simply weak and low spirited, try it! It may save your life. It has saved hundreds.

Sold by druggists. Send for Circular.

HOP BITTERS M'F'G CO., Rochester, N. Y. & Toronto, Ont.

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

"Great Rock Island Route!"

West for being the most direct, quickest, and safest line connecting the great Metropolis, CHICAGO, and the EASTERN, NORTH-EASTERN, SOUTH and SOUTH-EASTERN LINES, which terminate there, with KANSAS CITY, LEAVENWORTH, ATCHISON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTRES from which radiate

EVERY LINE OF ROAD

that penetrates the Continent from the Missouri River to the Pacific Slope. The

CHICAGO ROCK ISLAND & PACIFIC RAILWAY

Is the only line from Chicago owning track into Kansas, or which, by its own road, reaches the points above named. NO TRANSFERS BY CARRIAGE! NO MISSING CONNECTIONS! No huddling in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains.

DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and our own world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY-FIVE CENTS EACH, with ample time for healthful enjoyment.

Through Cars between Chicago, Peoria, Milwaukee and Missouri River Points; and close connections at all points of intersection with other roads.

We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Idaho, Nevada, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico.

As liberal arrangements regarding baggage as any other line, and rates of fare always as low as competitors, who furnish but a tithe of the comfort.

Dogs and tackle of sportsmen free.

Tickets, maps and folders at all principal offices in the United States and Canada.

R. R. CABLE, Vice Pres't & Gen. Manager, Chicago. E. ST. JOHN, Gen. Tkt and Pass'r Ag Chicago.

1880. SHORT LINE. 1880.

KANSAS CITY,

St. Joe & Council Bluffs

RAILROAD

IS THE ONLY

Direct Line to ST. LOUIS

AND THE EAST

From Omaha and the West.

No change of cars between Omaha and St. Louis, and but one between OMAHA and NEW YORK.

SIX

Daily Passenger Trains

REACHING ALL

EASTERN AND WESTERN CITIES with LESS CHARGES and IN ADVANCE of ALL OTHER LINES.

This entire line is equipped with Pullman's Palace Sleeping Cars, Palace Day Coaches, Miller's Safety Platform and Coupler, and the celebrated Westinghouse Air-brake.

See that your ticket reads VIA KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West.

J. F. BARNARD, Gen. Supt., St. Joseph, Mo.

A. C. DAWES, Gen. Pass. and Ticket Agt., St. Joseph, Mo.

ANDY BORDEN, Ticket Agent, 1020 Farnham street.

A. B. BARNARD, General Agent, OMAHA, NE

Examination of Teachers.

I will be present at my office in Creighton block on the first Saturday of each month to examine such applicants as may desire to teach in the public schools in Douglas county. Quarterly examination first Saturday in February, May, August and November.

J. J. POINTS, County Supt. Public Instruction

Aug24-1stand3dsemwtf

J. H. FLIEGLE

Successor to J. H. Thiele,

MERCHANT TAILOR

No. 230 Douglas St. Omaha Neb.

TAKE THE

No Changing Cars

BETWEEN

OMAHA & CHICAGO,

Where direct connection are made with Through SLEEPING CAR LINES for NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, WASHINGTON AND ALL EASTERN CITIES.

The Short Line via. Peoria

For INDIANAPOLIS, CINCINNATI, LOUISVILLE, and all points in the

SOUTH-EAST.

THE BEST LINE

For ST. LOUIS,

Where direct connections are made in the Union Depot with the Through Sleeping Car Lines for ALL POINTS

SOUTH.

NEW LINE FOR DES MOINES

THE FAVORITE ROUTE FOR

Rock Island.

The unequaled inducements offered by this line to travelers and tourists are as follows:

The celebrated PULLMAN (16-wheel) PALACE SLEEPING CARS run only on this line C., B. & Q. PALACE DRAWING ROOM CARS, with Horton's Reclining Chairs. No extra charge for seats in Reclining Chairs. The famous C., B. & Q. Palace Dining Cars. Gorgeous Smoking Cars fitted with elegant high-backed rattan revolving chairs, for the exclusive use of first-class passengers.

Steel Track and superior equipment combined with their great through car arrangement, makes this, above all others, the favorite route to the East, South and Southeast.

Try it, and you will find traveling a luxury instead of a discomfort.

Through tickets via this celebrated line for sale at all offices in the United States and Canada.

All information about rates of fare, Sleeping Car accommodations, Time Tables, etc., will be cheerfully given by applying to

PERCEVAL LOWELL, General Passenger Agent, Chicago.

T. J. POTTER, General Manager Chicago.

Sioux City & Pacific

RAILROAD.

THE SIOUX CITY ROUTE

Runs a Solid Train Through from

Council Bluffs to St. Paul

Without Change Time, Only 17 Hours.

—IT IS—

100 MILES THE SHORTEST ROUTE,

FROM

COUNCIL BLUFFS

TO ST. PAUL, MINNEAPOLIS DULUTH OR BISMARCK,

and all points in Northern Iowa, Minnesota and Dakota. This line is equipped with the improved Westinghouse Automatic Air-brake and Miller Platform Coupler and Buffer; and for

SPEED, SAFETY AND COMFORT

is unsurpassed. Pullman Palace Sleeping Car run through WITHOUT CHANGE between Kansas City and St. Paul, via Council Bluffs and Sioux City.

Trains leave Union Pacific Transfer at Council Bluffs, at 7:35 p. m. daily on arrival of Kansas City, St. Joseph and Council Bluffs train from the South. Arriving at Sioux City 11:35 p. m., and at the New Union Depot at St. Paul at 12:30 noon.

TEN HOURS IN ADVANCE OF ANY OTHER ROUTE.

Remember in taking the Sioux City Route you get a Through Train. The Shortest Line, the Quickest Time and a Comfortable Ride in the Through Cars between

COUNCIL BLUFFS AND ST. PAUL.

See that your Tickets read via the "Sioux City and Pacific Railroad."

J. S. WATTLES, Superintendent. J. R. BUCHANAN, Gen'l Pass. Agent.

P. E. ROBINSON, Ass't Gen'l Pass. Ag't, Missouri Valley, Iowa.

J. H. O'BRYAN, Southwestern Agent, Council Bluffs, Iowa.

HAWKEYE PLAINING MILL CO.

Des Moines, Iowa.

Manufacturers of SASH, DOORS, BLINDS, BRACKETS, MOULDINGS, &C.

Great reduction in Bank Counters, Plans furnished, and word furnished in all kinds of hard or soft wood. Counters finished in oil when desired. Shelving of all kinds furnished and put into building ready for paint on short notice Our workmen are the best mechanics that can be procured. Save money by giving us your contracts.

Stairs, Newels and Balusters.

Our foreman in this department was formerly with Frost Manufacturing Co., Chicago, Ills., and has done some of the finest Stair work in the Northwest

Orders by mail promptly attended to. s29-3m

GRAND OPENING!

Professor Fisher, (from St. Louis) Dancing Academy, Standard Hall, cor Fifteenth and Farnham, Tuesday evening, September 6th.

Classes for Ladies and Gentlemen commencin Tuesday evening September 6th; classes for Misses and Masters, commencing Saturday afternoon at 4 o'clock. Classes for Families, will be arranged to suit the honorable patrons. Also ballet dancing can be taught.

Terms liberal, and perfect satisfaction to scholars guaranteed. Private instructions will be given at the Dancing Academy or at the residence of the patrons.

Private orders may be left at Max Meyer & Bro's. aug30-tf

POPOSALS

For Purchase or Lease City Property.

Sealed proposals for the purchase of, or the lease of the city property, known as the "Old Pest House Ground," will be received by the undersigned until Tuesday, October 25th, 1881, 12 o'clock noon Said ground contains one acre of land fully described by metes and bounds in the deed to the city. The council reserves the right to reject any and all bids.

J. J. L. C. JEWETT, City Clerk.

Omaha, Oct. 18th, 1881. oc18-6t

John G. Jacobs,

(Formerly of Gish & Jacobs,)

UNDERTAKER.

No. 1417 Farnham St., Old Stand of Jacob Gis. Orders by Telegraph Solicited 27-1y

J. E. BRADLEY,

RESTAURANT.

Corner 16th and Webster Sts.

Fresh Oysters and Game constantly on hand and served in the latest style. o5d3m

GREAT WESTERN BUSINESS COLLEGE

Omaha, Nebraska.

JOS. E. CLARKSON. J. G. HUNT

Clarkson & Hunt,

Successors to Richards & Hunt,

ATTORNEYS-AT-LAW

S] 14th Street Omaha Neb

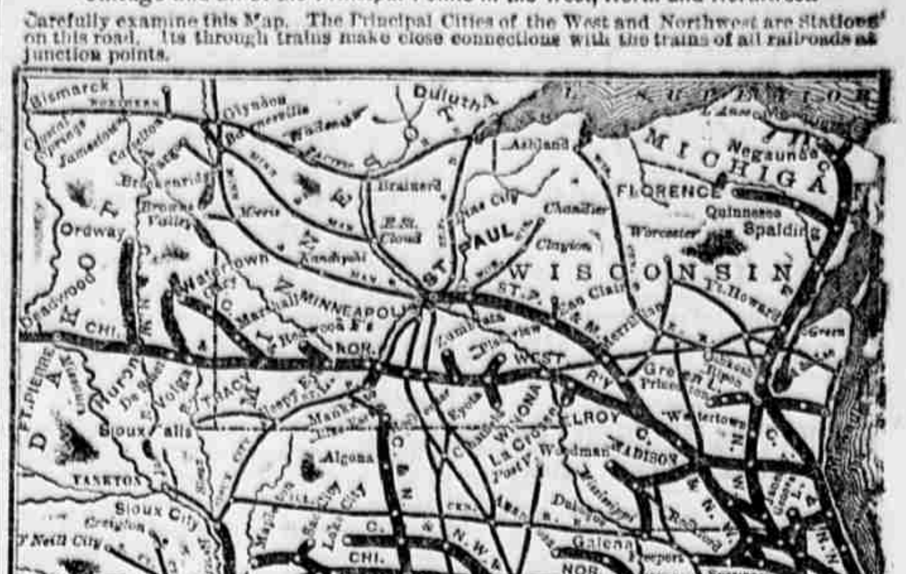
THIS NEW AND CORRECT MAP

Proves beyond any reasonable question that the

CHICAGO & NORTH-WESTERN R'Y

Is by all odds the best road for you to take when traveling in either direction between Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are Stations on this road. Its through trains make close connections with the trains of all railroads at junction points.



THE CHICAGO & NORTH-WESTERN RAILWAY,

Over all of its principal lines, runs each way daily from two to four or more Fast Express Trains. It is the only road west of Chicago that uses the

The Imperial Palace Dining Cars.

It is the only road that runs Pullman Sleeping Cars North or Northwest of Chicago. It has nearly 3,000 MILES OF ROAD. It forms the following Trunk Lines: "Council Bluffs, Denver & California Line." "Winona, Minnesota & Central Dakota Line" "Sioux City, Nor. Nebraska & Yankton Line." "Chicago, St. Paul and Minneapolis Line." "Nor. Illinois, Freeport & Dubuque Line." "Milwaukee, Green Bay & Lake Superior Line"

Tickets over this road are sold by all Coupon Ticket Agents in the United States and Canadas.

Remember to ask for Tickets via this road, be sure they read over it, and take none other.

MARVIN HUGHITT, Gen'l Manager, Chicago. W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HARRY P. DUEL, Ticket Agent C. & N. W. Railway, 14th and Farnham streets.

D. E. KIMBALL, Assistant Ticket Agent C. & N. W. Railway, 14th and Farnham streets

J. BELL, Ticket Agent C. & N. W. Railway, U. P. R. R. Depot.

SAMES T. CLARK General Agent.

FALL

Announcemen t!

A large and varied stock of Staple and Fancy

DRY GOODS

AT FIFTEEN PER CENT

LOWER

THAN DOWN TOWN STORES.

You will Save MONEY by buying your DRY GOODS of

GUILD & McINNIS,

603 N. 16th Street, 2d door north of Cal E Side.

EDHOLM & ERICKSON,

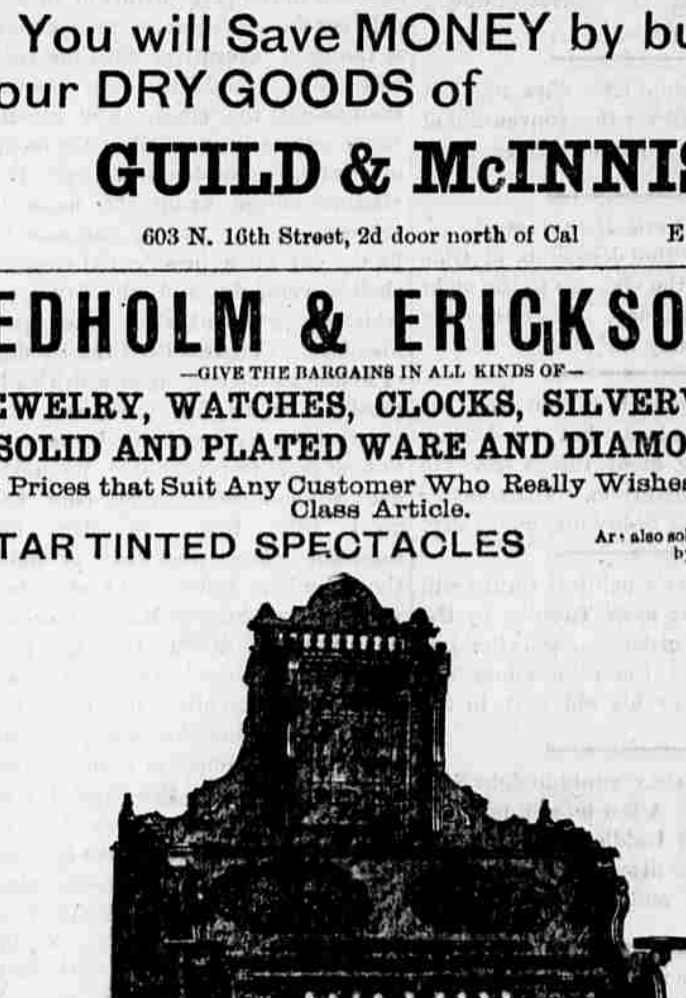
—GIVE THE BARGAINS IN ALL KINDS OF—

JEWELRY, WATCHES, CLOCKS, SILVERWARE SOLID AND PLATED WARE AND DIAMONDS.

At Prices that Suit Any Customer Who Really Wishes a First-Class Article.

STAR TINTED SPECTACLES Are also sold exclusively by us.

ALSO WESTERN AGENTS FOR THE SMITH AMERICAN ORGAN CO.'S ORGANS.



EDHOLM & ERICKSON,

THE JEWELERS, Opposite the Post Office.

STOVES GARLAND RANGES MICHIGAN STOVE COMPANY DETROIT, CHICAGO & BUFFALO.

SUPERIOR TO ALL OTHERS

In Convenience,

DURABILITY, ECONOMY

—AND—

GENERAL CONSTRUCTION.

BUY THE BEST!

—SOLD BY—

Lang & Fotick.