

## The Omaha Bee.

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Edwin Davis, Manager of City Circulation.

John H. Pierce is in Charge of the Mail Circulation of THE DAILY BEE.

A. H. Fitch, correspondent and solicitor.

PATRONS OF THE BEE will confer a favor on us by forwarding the returns of the election held to-day from every county in the state as soon as the result has been definitely ascertained. We desire more especially the exact returns on supreme judge and regents of the university.

BLAINE'S note has gone to protect in England.

AN open river means an unrestricted internal commerce.

THE business boom throughout the country laughs at a panic.

THE star route thieves are supremely happy over the law's delay.

THE next subject for investigation ought to be national bank examiners.

THE Farmers' Alliance has left the "spring chicken" stage of its existence.

OMAHA must prove to the country that crime cannot go unpunished in her midst.

It is a poor week nowadays when a Mississippi bridge does not collide with a steamboat.

WHAT has become of that statement of clearings which Omaha banks were to furnish to the press?

A FULL vote will elect the entire republican ticket in Douglas county by a handsome majority.

THE venerable fire traps which disgrace some of our streets are perpetual arguments for municipal regulation of buildings.

TALMAGE says, "The story is abroad that anybody can make a newspaper with the aid of a capitalist. The Herald and Republican are proofs to the contrary."

FIVE thousand dollars reward ought to stimulate every energy in the detection of a crime which has cast disgrace on the reputation of our city as a law abiding community.

If honest Sam Kirkwood allows his name to be used as a candidate for the senatorship before the next Iowa legislature Jim Wilson ought at once to be retired to a back seat.

IMMIGRATION is pouring into Dakota. A few thousand dollars judiciously expended by our last legislature would have paid a heavy interest to our state in an influx of prosperous settlers.

MR. BLAINE'S Panama canal letter is considered an unusually able state paper by European diplomats. MR. BLAINE has increased the public estimate of his abilities by his brilliant record as secretary of state.

THE startling discovery has just been made that Secretary Sherman got his house in Washington whitewashed during his term of office as a cabinet officer. A rigid investigation should at once be instituted.

GUITEAU must have been insane after all. Evidence will be produced that he once planned the establishment of a metropolitan daily which, under his direction was to become the greatest newspaper in the world.

THE Cincinnati iron strike has ended, after a six months' lockout, by the strikers returning to work at the old wages. Over \$2,000,000 has been lost to labor by this unfortunate movement. A strike on a stationary or falling market is the height of folly.

IN the election held to-day in New York there are congressional contests in two districts. Successors are to be chosen to succeed Mr. Morton, who has been appointed Minister to France, and Mr. Lapham, lately elected to the senate. There is a reasonable belief that both will be carried by the republicans.

## MAN TRAPS.

SOONER or later Omaha will be overtaken by those calamities that always follow the erection of man trap buildings in cities. While we have a so called fire ordinance on our municipal statutes we witness every season the construction of brick veneered roofings that are as combustible as a stack of hay. We have hotels, theatres, schoolhouses, factories and store buildings without fire escapes and should fire break out during one of those Nebraska zephyrs hundreds of lives and millions of property will be sacrificed to criminal negligence. Recently a mill in Philadelphia took fire from electric lights that were carelessly arranged. It was in the night, and the fire made great headway before it was discovered. Workmen employed in the upper stories were cut off from escape through the lower ones, and nine persons burned to death. After a full investigation the coroner's jury found as part of their verdict:

First—That the fire was caused by the improperly constructed and inefficiently managed electric apparatus for lighting the building.

Second—That Joseph Harvey, the owner of the mills, is criminally responsible for the loss of life, in neglecting to furnish proper means of escape in case of fire.

Third—That the city of Philadelphia is responsible for not enforcing the laws by compelling Joseph Harvey to erect proper fire escapes.

The justice of the second and third findings is apparent. The man who builds a man-trap like that mill should be criminally prosecuted and punished where he catches and kills his man.

The common law held that if A, the owner of a bull known to be vicious and dangerous to human life, allowed him to stray from his close, and in consequence of this gross neglect, B got bored to death by the bull; A was guilty of manslaughter. The man who erects a building in which many are employed, without providing in its construction any means of escape from fire, is equally culpable with the owner of the vicious bull, and should be criminally prosecuted and punished when the loss of life ensues from his gross neglect of a plain duty to society and his fellow-men.

The third finding, which throws the ultimate responsibility on the city, because its authorities neglected to enforce a local law to compel the owner of the mill to provide the means of escape in case of fire, was also just and right. And if it means anything it means that the surviving relatives of the nine victims have a legal claim on the municipality for damages, which this verdict will prompt them to enforce in the courts. All cities in the United States are cursed by the existence of some such carelessly constructed buildings. Some of them are churches, schoolhouses or theaters. The criminal prosecution of the owners of private buildings of this class, with their conviction of manslaughter and imprisonment in the state prisons and actions for the recovery of damages from the municipality, in a few instances, would soon bring about a thorough reform of this dangerous man-trap architecture, and diminish the most appalling casualties incident to fire.

This Union Pacific has given formal notice to the Pacific mail that the agreement existing between it and that company relative to the Pacific coast traffic has been cancelled. This agreement was one of those outrageous compacts between legalized highwaymen by which the public is plundered to enrich the corporations. By its terms the Union and Central Pacific companies paid a stated sum to the Pacific Mail, in consideration of a contract by the latter company not to cut ocean rates on freight and passengers to California in such a manner that traffic would be diverted from the overland route and through cheap rates which would accrue to the benefit of the public. This method is worse than the pooling arrangements of the railroads, and calls for vigorous national legislation to prevent its continuance.

The estimates of Postmaster General James for the next fiscal year show a deficiency cut down to one-third, from \$2,786,341 this year to \$920,077 next year, and a saving of \$775,000 on the star route service. The new estimates for '82 add \$500,000 to the sum asked for postmasters' salaries, making \$8,300,000 for this item alone.

As this payment is regulated by law, the postmaster general has no discretion in the matter; but the department is now paying, and is probably the only employer in the country which is now paying, as large salaries as in the dark days just after the war. An express company which was paying one-fifth of its gross receipts in agents' salaries would have a deficit, as the postoffice department has, and proper legislation on this point ought to save \$1,000,000 to \$1,500,000 yearly.

The leaven of independence in the party is working in some quarters of the east, and has even affected the New York Times. That journal, in a leading editorial on the political outlook, urges all republicans to stand by the state ticket. It is, it says, "in that both will be carried by the republicans."

publicans "have the occasion and the right for the exercise of their best judgment. Moreover, they have an opportunity for rebuking the mere mischief-makers of their party by bringing their devices to naught." This is sound and sensible, but is surprising as coming from the Times.

SINCE General Fremont resigned the governorship of Arizona, the leading politicians of that territory have been agitating against the appointment of any non-resident to the governorship of that territory. There is little prospect, however, that these protests will avail anything. It is a time honored custom to fill these territorial offices with non-residents from the states and in the very nature of things it will continue in the future—mainly because the territories have no part in national elections.

THE opening of the Denver short line, and the consequent reduction of time between Chicago and the capital of Colorado, will prove of incalculable benefit to Omaha and the country contiguous: One of the greatest advantages, probably, is the facilities it gives merchants on the line of the road to reach Omaha, transact their business and return home the same day. The business men of Fremont, Columbus, Grand Island and towns between are brought into closer relations with the merchants of this city, being enabled to reach here at 7:30 a. m. and leave for home at the same hour in the evening, giving them twelve hours' time in the metropolis of the state. In the matter of mail facilities, a gain of ten to fifteen hours will be made over the old system.

Graders on the Denver line of the B. & M. have reached a point sixty miles beyond the Nebraska line. Contractors are confident that the entire line will be graded and ironed by June 1st.

The managers of the Missouri Pacific are vigorously pushing work on the Omaha extension. Steel rails are being laid at the rate of one and a half miles per day in the vicinity of Falls City. The contract for grading the section between Atchison and Hiawatha, Kansas, a distance of forty miles, has been let to Robert Bagnall, to be completed by January 1st. Three hundred teams and five hundred men will begin work on this division immediately. Grading and ironing is progressing rapidly north of Falls City, and if the winter remains moderately mild, trains will be running into Omaha by the first of June.

The traveling and business men of Lincoln appreciate the great convenience of the Sunday train over the Union Pacific branch, and additional facilities afforded by the change of time on the B. & M.

St. Joseph and Kansas City papers give currency to the rumor that Col. J. F. Barnard, for years superintendent of the Kansas City, St. Joe & Council Bluffs road, would succeed Mr. Touzalin as general manager of the B. & M. in Nebraska.

The fact that Mr. Barnard attended a conference of the managers of the Burlington system in Chicago last week is cited as a basis for the report. The truth is that the B. & M. in Nebraska and Colorado will be operated in connection with the C. & B. & Q., with headquarters in Chicago, where the company are now erecting offices. A division superintendent will have charge of the several branches in Nebraska, but no change is looked for until the Denver extension is complete.

The general managers and chief engineer of the Sioux City & Pacific have just examined the route of that road as far west as Camp Sheridan, 140 miles west of Long Pine, the present terminus of the road. It is now given out that the Pacific will push its line due west into the heart of the cattle country in Wyoming—the foothills and valleys of the Big Horn mountains. A branch line to the Black Hills, from or near Camp Sheridan, will probably follow immediately after the construction of the main line to Sheridan, which point the company expect to reach in less than a year. This road has thus far led all competitors in the race for the Black Hills.

Sixty miles have been graded and fifteen ironed of the Greeley, Salt Lake & Pacific. This road starts from Greeley, Col., west to Collins, thence up Poudre canyon, and through North Park. A new and rich mining district and the immense coal fields of the Michigan will be thrown open by this road, and the inexhaustible timber supply of North Park and the stone and marble quarries on the line, will make the road a paying investment from the start.

The "Oregon Short Line," branching out from the Union Pacific at Granger, Wyoming, will be built as straight as it is possible to build a road in that country. The line will run through the heart of Idaho to Boise City and due northwest to Portland, Oregon. The Partner river is crossed nineteen times in five miles, but the company will so straighten the stream that six bridges will be sufficient. At another point the grade crosses the same stream forty-four times in a distance of four miles, but

a new channel will be dug and the number considerably lessened. The grade is completed from Granger to the tunnel, forty-five miles, and the track laid to Cakerville, thirty miles. By the completion of this road the Union Pacific will save 700 over the Northern Pacific to Portland.

THE Central Illinois & Wisconsin railroad company is the title of a new road organized in Chicago. It is to run in connection with the Rockford & Northern from Rockford north to some point not yet decided upon on Lake Superior.

The grading of the Atlantic & Pacific road is now within seventy miles of the Colorado river. The work of construction is being pushed forward with great energy. It is said that the forthcoming financial plan for the extension of the Atlantic & Pacific road will call for \$15,000,000, of which \$5,000,000 will be used for the construction of the line westward from Vintha through the Indian territory. The other \$10,000,000 will push the work through California to San Francisco.

The Muscatine & Davenport cut-off, of the Rock Island, shortens the distance of this road to Kansas city about fifteen miles, has been completed, and opened for business Monday.

The Lake Shore & Michigan Southern railway, has just issued a special notice that, owing to the many disastrous accidents that have recently occurred, and the great risk incurred in transporting explosive materials, its company is compelled to give notice that hereafter agents will positively decline to receive for transportation over its road all explosive materials, excepting ordinary gunpowder, properly packed in kegs, in magazines, or iron kegs.

The Chicago, Milwaukee & St. Paul railroad will soon lay a double track on its Chicago & Pacific division, extending from Chicago to Davis junction, a distance of some eighty-five miles.

How Postage Stamps Are Made.

The number of ordinary postage stamps issued in 1880 was 954,128,440, and value \$24,040,643. The method of printing postage stamps is as follows: The printing is done from steel plates, on which two hundred stamps are engraved, and the paper used is of a peculiar texture, somewhat resembling that employed for bank notes. Two men cover the plates with colored inks and pass them to a man and girl who print them with large rolling litho presses. Three of these litho presses are employed all the time, although ten presses can be put in operation if necessary. The colors used in the inks are ultra-marine blue, Prussian blue, chrome yellow and Prussian blue (green), vermilion and carmine.

After the sheets of paper on which the two hundred stamps are engraved have been dried, they are sent to another room and gummed. The gum used is made of the powder of dried potatoes and other vegetables mixed with water. Gum arabic is not desirable, because it cracks the paper badly. The sheets are gummed separately, they are placed back upward upon a flat wooden support, the edges being protected by a metallic frame, and the gum is applied with a wide brush. After having been again dried, this time on little racks, which are heated by steam power, for about an hour, they are put in between sheets of pasteboard, and pressed between hydraulic presses, capable of applying a weight of two thousand tons.

The sheets are next cut in halves; each sheet, of course, when cut, contains a hundred stamps. This is done by a girl with a large pair of shears, cutting by hand being preferred to that of machinery, which method would destroy too many stamps. They are then passed to the perforating machine. The perforations between the stamps are effected by passing the sheets between two cylinders which are adjusted to a distance apart equal to that required between the rows of perforations. Each ring on the upper cylinder has a series of cylindrical projections which correspond to the perforations in the bands of the lower cylinder; by these the perforations are punched out, and by a simple contrivance the sheet is detached from the cylinder, in which it has been conducted by an endless band. The rows running longitudinally of the paper are first made, and then by a similar machine the transverse ones. This perforating machine was invented and patented by a Mr. Arthur in 1850, and was purchased by the government for \$20,000. The sheets are next dressed once more, and then packed and labelled and stowed away in another room, preparatory to being put up in mail bags for dispatching to fulfill orders. If a single stamp is torn or in any way mutilated the whole sheet of one hundred thousand are burned every week from this cause. The sheets are counted no less than eleven times during the process of manufacturing, and so great is the care taken in counting that not a single sheet has been lost during the past twenty years.

Eating Before Sleeping.

New York Journal of Commerce.

Man is the only animal that can be taught to sleep quietly on an empty stomach. The brute creation resents all efforts to coax them to such a violation of the laws of nature. The lion roars in the forest until he has found his prey, and when he has devoured it he sleeps over until he needs another meal. The horse will paw all night in the stable, and the pig will squeal in the pen, refusing all rest or sleep until they are fed. The animals which chew the cud have their own provision for a late meal just before dropping off to their nightly slumbers.

Man can train himself to the habit of sleeping without a preceding meal, but only after long years of practice. As he comes into the world nature is too strong for him, and he must be fed before he will sleep. A child's stomach is small, and when perfectly filled, if no sickness disturbs it, sleep follows naturally and inevitably. As digestion goes on, the stomach begins to empty. A single food in it will make the little sleeper restless; two will wake him; and if it is hushed again to repose the nap is short, and

three folds put an end to the slumber. Paregoric or other narcotic may close his eyes again, but without either food or some stupefying drug it will not sleep, no matter how healthy it may be. Not even an angel who learned the art of minstrelsy in a celestial choir can sing a babe to sleep on an empty stomach.

We see the oft-quoted illustration, "sleeping as sweetly as an infant," because this slumber of a child follows immediately after its stomach is completely filled with wholesome food. The sleep which comes to adults long hours after partaking of food, and when the stomach is nearly or quite empty, is not after the type of infantile repose. There is all the difference in the world between the sleep of refreshment and the sleep of exhaustion.

To sleep well the blood that swells the veins of the head during our busy hours must flow back, leaving a greatly diminished volume behind the brow that lately throbbled with such vehemence. To digest well this blood is needed at the stomach and nearer the fountain of life. It is a fact established beyond the possibility of contradiction that sleep aids digestion, and that the process of digestion is conducive to refreshing sleep. It needs no argument to convince us of this mutual relation. The drowsiness which always follows the well ordered meal is itself a testimony of nature to this inter-dependence.

THE TRIBUNE PRIMER.

Simple Tales for the Pleasure and Profit of the Nursery Brigade.

By E. T. Johnson.

The girl is scratching her back against the door. She has been cutting buckwheat cakes. Her beau thinks she is delicate, but he has never seen her tackle a plate of hot cakes on a frosty morning. Cakes had better roil high when she is around. If we were the girl we would wear said paper lining in the dress and not making a hair brush out of the poor door.

Here we have a baby. It is composed of a bald head and a pair of mugs. One of the lings takes a rest while the other runs the shop. One of them is always on deck all of the time. The baby is a bigger man than his mother. He likes to walk around with his father at night. The father does most of the walking and all of the swearing. Little girls, you will never know what is to be a father.

Behold the printer. He is hunting for a pickup of half a line. He has been hunting for a long time. He could have saved the half line in twenty seconds, but it is a matter of principle with him never to set what he can pick up. The printer has a hard time. He has to set type all night and play pedro for the beer all day. We would like to be a printer were it not for the night work.

This sorrow spectacle is a plumber. He is ragged and cold and hungry. He is very, very poor. When you see him next spring he will wear diamonds and broadcloth. His wife takes in washing now but she will be able to move in the first circles by the time the weather turns warmer and the pansies bloom again.

Here is a castle. It is the house of an editor. It has stained-glass windows and mahogany stairways. In front of the castle is a park. Is it not sweet? The lady in the park is the editor's wife. She wears a costly robe of velvet trimmed with gold lace, and there are pearls and rubies in her hair.

The editor sits on the front steps smoking an Havana cigar. His little children are playing with diamond marbles on the tessellated floor. The editor can afford to live in style. He gets seventy-five dollars a month wages.

Here we have a piece of chewing gum. It is white and sweet. Chew it awhile and crack it on the under side of the mantle piece. The hired girl will find it there and chew it awhile herself and then put it back. In this way one piece of gum will answer for a whole family. When the gum is no good, put it in the rocking chair for the minister or your sister's beau to sit upon.

This is a cock roach. He is big, black and ugly. He is crawling over the pillow. Do not say a word, but lie still and keep your mouth open. He will crawl into your mouth and you can bite him in two. This will teach him to be more discreet in future.

What is a political situation? It is something which a democrat will never get. What is a democrat? It is the name of a fellow who sells out whenever he gets a chance. Has a democrat a large sale? Not so very large, but just large enough. It is very discouraging to be a democrat.

The Widow of "Jim" Fisk, Jr.

S. Y. Houtar.

Few of the multitude that was wont to surround Col. "Jim" Fisk in his palmy days seem to remember that their idol left a loving wife, and that this wife is dependent for the bare necessities of life upon the bounty of a sister by no means wealthy. That the wife of a man whose estate was known to be valued at \$3,000,000 should be thus situated, will be regarded by Fisk after bequeathing various sums to needy friends and relatives, left the residue of his estate to his wife, Mrs. Lucy D. Fisk. To carry out what he was pleased to term "the labor of love" of managing his wife's large interests, he appointed as trustee the man who had been associated with him for years and who owed to him that vast fortune with which he is now enabled to control railroads that grid a continent. Of course, a man who could not remember while under oath whether a certain payment had been \$5,000,000 or \$10,000,000, could hardly be expected to remember just what amount he held in trust for the wife of his benefactor. It is said, on good authority, that before his death, Fisk made over various large sums of money to Gould to be held in trust for Mrs. Fisk, in order that she should be able to support herself and the worst case, she at least would be amply provided for. But Gould solemnly denied these transactions, and there is no one now who can contradict him.

Slocumb in Sarpy.

Papillon Tribune.

In Papillon the old gentleman (Slocumb) has been conveniently stood in the corner, where he proves to be quite ornamental, his presence inducing a great deal of entertaining discussion, but the mansprings of his

usefulness being weak, he has gone off half-cocked, and been set aside as a worthless and discarded instrument. The flash occasioned was all in the pan—plenty of smoke, no fire. In reality the Slocumb liquor law is almost, if not entirely, a failure in Sarpy county.

Liquid Gold.

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

Result.

A Distinction With a Difference.

Last year a man could start from home with a smile on his face and a basket in his arm, with a little change in his vest pocket, and return with a basket full of provisions. Now he has to carry a basketful of change to purchase what he can carry home in his vest pocket.

FARMERS AND MECHANICS.

If you wish to avoid great danger and trouble, besides a small bill of expense, at this season of the year, you should take prompt steps to keep disease from your household. The system should be cleansed, blood purified, stomach and bowels regulated, and prevent and cure diseases arising from spring malaria. We know of nothing that will so perfectly and surely do this as Electric Bitters, and at the trifling cost of fifty cents a bottle. [Exchange.]

Sold by Ish & McMahon. (1)

Democratic Candidate for County Treasurer.

A CORRECTED AFFIDAVIT OF MRS. LINA PETERS.

STATE OF NEBRASKA, ss.

DOUGLAS COUNTY.

Mrs. Lina Peters, being first duly sworn, deposes and says, she is well acquainted with one Chris. Hartman, and that on or about the 31st of May 1877, said Chris. Hartman then being the city treasurer of Omaha, she presented to said Hartman as such treasurer, to John F. Kuhn, a city warrant amounting to \$25.00 principles besides interest for over two years on the same. Affiant says said warrant was for work done on the Dodge street grade. Affiant says that said Hartman told her, that shortly afterwards the said Hartman came to her harness store on Farnham street, and informed her that he could get a man to buy said warrant, thereupon said Hartman himself paid affiant the sum of \$12.00 for said warrant. Affiant further says, that shortly afterwards she was verbally informed that said warrant had been sold in full, and she says she sold said warrant for \$12.00, relying entirely upon the false and fraudulent representation of said Hartman. Affiant says she was then, and is now a widow.

This affidavit is given to correct some error in the affidavit, sworn to on the 18th day of October, before Luther R. Wright, a justice of the peace, and then heretofore published in THE OMAHA DAILY BEE, REPUBLICAN.

LINA PETERS.

Subscribed in my presence and sworn to before me this 26th day of October, 1881.

JOHN MCNEIL CLARK, Notary Public.

STATE OF NEBRASKA, ss.

DOUGLAS COUNTY.

John F. Kuhn, being first duly sworn, deposes and says, that he has read the foregoing affidavit of Mrs. Lina Peters, and that the statements therein made are true as he verily believes.

JOHN F. KUHN.

Subscribed in my presence and sworn to before me this 26th day of October, 1881.

JOHN MCNEIL CLARK, Notary Public.

STATE OF NEBRASKA, ss.

DOUGLAS COUNTY.

Samuel G. Mallette, being first duly sworn, deposes and says, that he is city treasurer of Omaha; that his attention has been called to the affidavit of Mrs. Lina Peters, published in the Omaha Daily Republican, in which she swears that she on or about July 1st, 1877, sold to Chris. Hartman, then city treasurer, for the sum of \$12.00, a Dodge street grade warrant, which was in that same sum paid in full, to-wit: the sum of \$25.00.

Affiant further says that he has examined the books and records of the city, and he deposes and says that he has no Dodge street grade fund warrant for any amount whatever was paid in July, 1877. That but one Dodge street grade fund warrant for the amount of \$25.00 was paid in the three years, 1876, 1877 and 1878, having been turned in for taxes by John G. Willis, and endorsed by him, he having paid at that time the tax on his Dodge street lot.

S. G. MALLETTE, City Treasurer.

Subscribed in my presence and sworn to before me this 19th day of October, 1881.

G. W. AMBROSE, Notary Public.

STATE OF NEBRASKA, ss.

COUNTY OF DOUGLAS.

Chris. Hartman being duly sworn, in answer to the affidavit of Mrs. Peters, says: That during his term of office as city treasurer of Omaha, from April, 1875 to April, 1879, he did not buy any warrant whatever of Mrs. Peters, or any other person, and that he did not speculate in warrants, directly or indirectly, during his said term. Affiant further says, that if he cashed any warrant for Mrs. Peters it was at its full face value, and for the facts relating to the Dodge street grade tax warrants, he leaves to refer to the accompanying affidavit of S. G. Mallette, the present city treasurer.

Subscribed in my presence and sworn to before me this 20th day of October, 1881.

G. W. AMBROSE, Notary Public.

BOYD'S OPERA HOUSE!

JAMES E. BOYD, Proprietor.

FRIDAY AND SATURDAY, NOV. 11 AND 12, AND SATURDAY MATINEE.

Engagement of the Famous

COLLIER'S BANKER'S DAUGHTER

COMBINATION.

Under the Auspices of A. M. PALMER, of the Union Square Theatre, New York.

First production in this City of Honors Howland and Society Play, and a Society Play.

BANKER'S DAUGHTER.

As played upwards of 1,000 times by this Company, attaining the Longest Run on Record.

A Superb Company! Rich and Costly New Scenery and Apparatus!

Perfect in detail as given in N. Y. No advance in prices. Box sheet open Tuesday Morning, November 8th.

Monday and Tuesday, November 14th and 15th.

WALLACE SISTERS.

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See ad. I. H. MILLER, AGENT.

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In car lots or in quantities to suit purchasers. Orders Solicited.