

GATHERED FROM THE CITY.

How Jackman Swindled the Fair Association. Notes—Police—Court—Local Laconics—The Pullman Tax.

THE GREAT STORM ENDS.

How the Trains are Running—Rail Notes—Police—Court—Local Laconics—The Pullman Tax.

FACTS ABOUT JACKMAN.

Since the first disclosure was made several weeks ago regarding the swindling of W. J. Jackman, formerly of this city, and assumed, in exile, innumerable of his borrowing tricks have been brought to mind.

One of Jackman's pretenses was that he was a horseman of profound information, and with the check and gib tongue which he displayed on all such occasions, managed to get himself admitted among the judges, and sometimes as clerk of the races which have occurred lately in this city.

At the fair a year ago, when he had lost his standing among the journalists and was telegraphing editorials to the Globe Democrat, he was given employment as a clerk of the fair board. Here he soon got an inside into things and was relied upon to do a great many things, which he did to his own advantage.

LOCAL LAONICS.

George Kay—I am busy at present writing to several good players, whom we have in view for our club next year. We shall probably not commence signing players until next week.

THE PULLMAN TAX.

The Injunction to Prevent Its Collection Being Argued. The representatives of the Pullman Palace Car company made a formal application before Judge Brewer in the United States court yesterday afternoon for an injunction to prevent the states of Iowa, Kansas and Nebraska from collecting a state tax on the rate of the corporation.

The Pullman company was represented by its principal solicitor, Mr. Alfred Emis, of Chicago, assisted by Mr. Berry, of the same place. Mr. A. J. Poppleton was also present as a counsel for the corporation. A full review of the position taken by the company in this matter has already appeared in the Bee, and no further extended mention of the case is needed.

The company's claim in resisting the state tax levied by Kansas was presented by Mr. Berry in a long bill, the reading of which consumed ten minutes. Mr. Berry stated that in the face of the wind and very little snow the hearing of the case will come up at the next term of the court.

THE WEATHER.

The Cold Gently Moderates—Train Talk. Yesterday morning broke clear and cold. The winds had gone to rest, leaving the snow on both sidewalk and streets packed into cakes almost hard as ice.

By 9 o'clock the sun began to be felt, and the softening of the surface encouraged and made easy the work of hundreds, amateur and professional, who set to work to clear the walks.

The meeting of the superintendents of the Union Pacific, which was to have been held this week at Denver, has been postponed to next week, November 22.

RAIL NOTES.

The meeting of the superintendents of the Union Pacific, which was to have been held this week at Denver, has been postponed to next week, November 22.

Superintendent J. J. Dickiey, of the Western Union, has returned from his trip to St. Joe, Kansas, City and St. Louis. He reports all in the best condition. The Western Union is building, he says, a line from Beatrice to Manhattan, Kan., which will be open for business in a few days.

The Union Pacific has been greatly hampered for the past day or two, in obtaining news from the west, on account of the dilapidated condition of its wires. The linemen have been busily at work, however, for the past twenty-four hours, and telegraphic communication with all quarters will soon be perfect.

STOLEN CLOTHING.

John Taylor is the name of a man who was taken up by Judge Stenberg three weeks ago for stealing several articles of clothing belonging to three laboring men employed in the smelting works. When Taylor was sentenced to thirty days on bread and water, he grew defiant and said he would not tell where the clothes had been sold.

Hearing an unusual noise Wednesday evening about 8 o'clock, General Smith, who resides on South Twentieth street, went into his yard, and found one of the extra horses used by the horse car company had drawn the cage on St. Mary's avenue hill had taken refuge from the storm on his property. The general put a light on the horse, and notified the young man having charge of these animals. It is suggested that the horse car company erect a shed for the vacant lot at the intersection of St. Mary's avenue and Twentieth street, where these horses may be sheltered from such weather as that of Wednesday night.

THE LATE J. H. CREIGHTON.

The funeral of the late James H. Creighton will take place from his late residence, 1718 Cass, this morning at 8:30 o'clock. The remains will be conveyed to the church of the Holy Family, where a solemn high mass of requiem will be chanted, after which they will be interred in the Holy Sepulchre cemetery.

NO FIXING UP.

Robinson's Attorneys Will Not Think of His Compromising His Suit. Up to the present time Mr. A. D. Jones has filed no answer to the petition of Mr. Robinson, the Californian, who sues for a large interest in the property now known as that of A. D. Jones. He has yet, of course, some weeks in which to do this, but a movement is on foot which, if successful, will prevent the case from coming to trial.

The second division of the Union Pacific excursion to California left yesterday afternoon at 2 o'clock, and it should have left Wednesday last. The Rock Island train, which arrived in the Buils at 11:30 o'clock, was delayed by the snow, and several passengers for the excursion who were held up in the drifts Wednesday in Iowa. The excursion train was telegraphed to this side and held till the arrival of the Rock Island train. It was then made up of two day coaches and the sleepers North, Yellowstone, and the new sleeper Oporto. There were about forty passengers on board, and they were all comfortably in the cars at night, since Tuesday.

The Omaha Type Foundry and Supply House for Printers and Publishers. The Western Newspaper Union at Omaha is preparing at all times to supply publishers on short notice with presses, type, rules, borders, inks, composition, sticks and rules, and in fact everything in the line of printers and publishers supplies. Better prices than elsewhere can be secured than by sending to Chicago or elsewhere. Save money by buying near home. Second hand goods are available here for less than the cost. We often have great bargains in this particular. Send for THE PRINTERS' AUXILIARY, our monthly trade journal, that gives lists of goods and prices and from time to time contains valuable bargains in new and second hand material.

WESTERN NEWSPAPER UNION, 12th Street, bet. Howard and Jackson, Omaha, Nebraska.

AMUSEMENTS.

Bartley Cambell's great spectacular drama "Clio," will receive its first production at Boyd's Opera House, to-night. The company numbers some fifty people, and brings its entire New York cast and complete original scenery as in the great run at Niblo's Garden theatre, New York City. One startling and realistic scene, entitled "Palmyra's Curse and the Great Earthquake Scene," accompanied with vivid lightning, tottering walls and falling columns. The company carries a beautiful and refined ballet, led by Miss Adams, who is the world's greatest premier Ballerina Assoluta. Mr. John L. Burleigh, the powerful romantic actor, heads the cast. Crowded houses have greeted the company in New York, Boston, Philadelphia, Baltimore and Washington as undoubtedly will be the case of the engagement in this city.

THE GRAND JURY.

"The grand jury brought in a lot of indictments yesterday morning," said District Attorney Lambertson yesterday "but we can not give them for publication yet, as most of the parties are not yet under arrest."

These indictments are nearly all in the matter of land frauds, such as fraudulent entries under the homestead act, false swearing, etc. A few of them are under the law prohibiting gentlemen from fencing in the public lands. Some time past the government has tried to put a stop to this illegal fencing by obtaining injunctions against the stock raisers who were doing this, but the breakers a piece of the criminal machine.

THE LANDLORD'S RETORT.

"These biscuits," said the professor, "are like the statue of Liberty at night. They would give better satisfaction if they were lighter."

THE DEAD SOLDIER.

The funeral of Hugh Devlin, the private of company E, Second Infantry, who was found frozen to death Wednesday morning at Fort Omaha, will take place this morning at the post.

HOW TO GET RID OF WARTS.

Family Physician: The arsenic treatment is well adapted for warts. The top of the wart should either be cut off with a sharp knife, cut off with a pair of scissors or destroyed with a drop of some caustic, such as nitric acid. It is then to be painted with the arsenic solution two or three times a day. In short time it undergoes a change and appears to break up into a number of pieces. It may then be removed, or turned out without the slightest pain by the use of the cautery. Several other means of getting rid of warts. Their vitality is low, and they are usually readily destroyed by the application of the caustic, or by the use of the cautery. The strong arsenic acid often used for this purpose. It should be applied with a glass rod until the wart is pretty well sodden with the acid. It should not be applied more than once, and care should be taken to prevent it from coming in contact with the surrounding skin, or it may cause a blister. Small warts occurring in numbers may usually be got rid of certainly and painlessly by keeping them constantly moist with a lotion made by adding two drams of dilute nitric acid to a pint of water. Lotions of this kind are sometimes used for warts, but its action is, as a rule, too superficial to be of much service. When warts or warty growths occur on the nose, lips or any part besides the hands or feet, the cautery should be used. The solution is made by dissolving 100 grains of crystallized chromic acid in an ounce of water. The solution is best applied by means of a glass rod, or by means of a small glass tube drawn to a point. Only so much should be applied as will saturate the diseased growth, and should not be brought in contact with the surrounding tissues. Any superfluous acid is to be removed by a piece of blotting paper or wet lint. The application usually produces only a little temporary smarting, unless, indeed, the part is ulcerated when the pain is more severe and of longer duration. After the application of the chromic acid, it is a good plan to dress the part with lint dipped in lead lotion, as it relieves the soreness and restrains the inflammation. Under the influence of this treatment the growth usually shrinks, and in some cases is being thrown off altogether, and in others undergoing a partial though distinct diminution in size. In the majority of cases the application must be repeated being complete in from four to eight days. When, however, the warts are very large, repeated applications may be necessary.

DIAMONDS.

An Advance in Their European Value That Will Soon Be Felt Here. New York Sun: A recent telegram from Europe announced "a great revival in the diamond trade of Brussels" and great sales of diamonds to America. So far as concerned a revival of the diamond trade generally in Europe there is all right, but Mr. Dreyfus, who is credited with knowing all that is to be known of the diamond business, says that "Brussels is no more a market than New York. There are only two great markets, Amsterdam and Antwerp, and next to them stand Paris and London. But it is quite true that not only is there a gratifying activity in the diamond trade, but a noteworthy increase in values. These most precious of stones are worth now, in the European markets, fifteen to twenty per cent more than they were a month ago. They had been appreciating gradually for several years, but have made their principal jump within a few weeks. As yet this advance is hardly felt on this side of the water, but it will be just as soon as the importers have to replace their present stock by new purchases in Europe. There are still here dealers who have cheap lots on hand that they can sell low at profit, and others who are compelled to sell irrespective of rising values, but the popular demand will soon exhaust those sources of supply and remove their influence on the market. The European tendency then if the present European tendency continues diamonds may come to be regarded as an expensive luxury.

A letter received here the other day from one of the principal Parisian dealers says that he has sold off his entire stock of diamonds on hand at much larger prices than he ever expected to get, but he had to replace them, and he could not do so for a longer sum. There are reasons for the present rise in the value of diamonds, although both come to the same thing—the falling off in their production. The first is that during the winter season at the Cape there is annually a greatly diminished production, even when there is nothing to disturb the regular course of events; the second, that the mines formerly employed in the diamond mines, and that these are no longer operated to their full capacity. The actual cost of the production is just about what it was when these diamond fields were first developed, for, if the cost of mining has increased with the deepening of the mines, it has the effect of some 25 per cent, that is fully offset by the reduced cost of travel and transportation to and from the diamond mines. That the Brazilian diamond mines have yielded comparatively little in late years, is a fact already well known. And, by the way, the fanciful distinction in favor of "old mine stones" no longer exists, except in the ardent imagination of India and other story writers, and in the easy credence accorded by their readers. Dealers only consider the color and perfection of the stone, and that is the only thing that counts where it comes from. A fine blue-white stone is a fine blue-white stone, whether it comes from Brazil or from Africa. African diamonds were rated low at first, because nearly all of the carats that had entered the market were of color, but since then other and better deposits have been found, and some of the finest stones in the market are now from Africa.

"The importation of diamonds is always greatest at this season, when the jewelry trade is most brisk, but is larger than usual this year, and the Christmas diamonds are being bought by the retail trade in large quantities. The price has risen since they were here. The private persons who make their purchases abroad because it is the proper thing to buy one's diamonds in Europe, are very much pleased to pay more for their diamonds here than they would have to pay here, even with the duties honestly paid."

Grant's First Published Book. Chicago News: General Grant was dubbed LL. D. by Harvard, and during the campaign of 1873 some one published a book entitled "The Life of General Grant," in which were printed some of the short speeches of the silent man, under the title of "The Life of General Grant," S. Grant, Doctor of Laws. I showed a copy to the general afterward. He had never heard of it, and was very much amused by the little volume. After reading it through, as he would do in five minutes, he turned to me with a smile, and said: "This is very good; you must give it to me, want to show it to Mrs. Grant, who does not realize what a famous man I am getting to be."

Officer Donovan, who has been suspended by Marshal Cummings on charges already mentioned in the Bee, comes to the front with a general denial of the statements made by the marshal against him. He says that he never broke open the trunk of Mrs. Deaky, as stated by the marshal, and that he never did claim that he was in no way implicated in the affair.

They'll Come Some Other Time. Wednesday night there was to have been a union meeting of the K. of P.'s at the hall of Nebraska lodge No. 1, the occasion being the visit to this city of the Grand Chancellor of the state, Jno. Morrison, of Lincoln, and Vice-Grand Chancellor, Chas. W. Chapman, of Omaha. Owing to the inclemency of the weather, however, both officials telegraphed that their visit would have to be indefinitely postponed.

THE NEBRASKA CLOTHING COMPANY.

Our aim has been, and is, to supply the highest standard of goods at the lowest possible prices. We are convinced by the vast army of buyers at our establishment, and by the rapid increase in our sales, that the public appreciate our efforts in that behalf. We do not desire to mislead in showing only cheap low grades at a low figure, and then make up on large profits, for better grades. Our way of doing business is to PRO RATE on all goods, which means that we charge ONE UNIT FOR EACH SMALL PROFIT on every article. We can sell you a fine satin-lined imported Chinchilla Beaver Overcoat for \$20, for which other houses will charge you \$28. A fine imported Kersey Beaver satin lined Overcoat for \$19, which cost you in other houses \$27 to \$28. Overcoats which give pleasure, comfort and service to the wearer, ranging all the way from \$3.60 upwards. From \$8 to \$11.50 we can sell you a fine Chinchilla, a plain Moscow Beaver, or an elegant fur-trimmed Storm Overcoat which are worth fully \$3 to \$5 each more. A fine imported English Corkscrew Worsteds Suit for \$12, which we challenge anybody to beat in quality and make-up for \$16. We sell a variety of heavy all-wool Cassimere Suits from \$9 to \$13.50, which are positively sold by other houses from \$12 to \$16.50 respectively. Please note that the above statements are all solid facts, which we can substantiate. All goods at one price and marked in plain figures at the

THE NEBRASKA CLOTHING COMPANY.

Cor. Douglas and 14th sts., Omaha.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO SHORT LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO SHORT LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO SHORT LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO SHORT LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO SHORT LINE OF THE CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE & ST. PAUL RY.

THE BEST ROUTE FROM OMAHA AND COUNCIL BLUFFS TO THE EAST.

CHICAGO, MILWAUKEE &