#### CHIVALRIC CORRESPONDENCE.

A War Incident Affords Two Soldiers a There For Interchange of Courtesies.

A SWORD WITH A HISTORY.

Western State Fair Directors Arrange a Circuit For Next Fall-A Drought in Iowa-Death of Hiram Cable.

Some Pleasant Letter-Writing. DES MOINES, Nov. 21 .- | Special to the BEE. |-Some very pleasant correspondence between General Wade Hampton and Colonel J. Lee Englebart, a union soldier of this city, has just been brought to light, recalling the stirring times of the "late unpleasantness." Colonel Englepart was in command of a cavalry squadron of the Army of the Potomae during an engagement at Hattwood church, Virginia, in November, 1862. A body of South Carolina cavalry. commanded by General Hampton, surprised and overpowered his force and compelled him to surrender. Refusing to yield his sword to any one but an officer of equal rank, General Hampton came forward and took the trophy, which attracted his attention at once by its fine workmanship and foreign style. That sword was not the famous "Sword of Bunker Hill," but was a sword of quite as much historic interest. It was one of the 600 swords that rode with the "Light Brigade" in the immortal charge at Bala-

klava. Colonel Englebert obtained it from an English soldier, Captain George Johnson, of his regiment, who was in the British army during the Crimean war, and used this weapon with terrible effect at the britliant charge which Tennyson has described so thrillingly. This was indeed one of the weapons which the poet saw in imagination

"Flashed all their sabers bare, Flashed as they turned in air,

and it came back from the "jaws of death" to serve slavery and freedom on the battle-ffelds of the republic, for after the fortunes of war compelled Colonel Englebort to give it up, General Hampton carried it to the close of the rebellion, doing deadly service with it on more than one occasion. Such was the history of this famous sword. Now for the sequel, More than a score of years had passed and the union soldier, recalling the passed and the union soldier, recalling the days of battle, longed to recover his sword, so he wrote to General Hampton, recalling the circumstances of the surrender and askthe circumstances of the surreinder and asking him if he would return the trophy. General Hampton replied in true knightly tashion, complimenting his former foe for his
brilliant fight against superior force and
promising to send the sword back to its
northern owner. In closing his letter General Hampton said: "I will return your
sword as you request, though it served me
well on more than one occasion, and it yet
bears the bloody marks of battle. It has seen
hard service, but its blade has never been
tarnished by cruelty or dishonor."

On the receipt of this gallant letter Colonel
Inglebrst, not to be outdone in chivalry,
wrote at once to General Hampton, request-

Inglebrst, not to be outdone in chivalry, wrote at once to General Hampton, requesting to keep the sword as fairly his. "I yield my claim to it," said he, "your illustrious name is worthy of its keeping." So the blade that won honor and glory in two wars, and saved the lives of brave men, took the lives of others equally brave and valorous, now finds a resting place in the Palmetto state. It is to be hoped that a sword with such an illustrious history may be handed down to many generations "untarnished by cruelty or dishonor."

disponer."

ARRANGING A WESTERN FAIR CIRCUIT.

The directors of the State Fair association recently met with officers of similar associations in other states and determined upon the dates for the circuit of western fairs next year. Iowa is to open the ball, with a fair during the week beginning September 5.

Wisconsin and Indiana follow, September 12.

Nebraska comes next September 17 and Illi-Nebraska comes next, September 17, and Illi-nois completes the list, September 26. Minne-sota refused to enter the circuit. This brings the lowa fair again at the usual period when Jupiter Pluvius appears to be the only one of the famous deities on duty. It has rained at Des Moines during the first week of Septem-ber almost from the time when the mind of men runneth not to the contrary. I will change that and say, regularly since the state fair was located in this city. There are a great many people who would like to experi-ment once with the first week in September regularly since the state without any fair attached to it-and see if it had 'vot' to rain then.

THE STATE SUFFERING FROM DROUGHT.

Most everybody in Iowa is wishing jus Most everybody in lowa is wishing just now for a state fair, or some other outdoor festivity, to bring rain. Wells are dry, brooks are dry, saloons are dry, everything is dry. In some localities farmers are com-pelled to drive their state. is dry. In some localities farmers are com-pelled to drive their stock a mile or two to get water. If this state of things continues it will bring a great beom for the artesian well business. There is talk of putting down about a hundred in this city. The big artesian well at Belle Plaine keeps on pouring out its cheerful contribution to the cause of problightion at the rate of eight million. prohibition at the rate of eight million

MATTERS AT THE STATE HOUSE. The chief object of interest at the state house at present is recarding any official changes that may be made at the beginning of the new terms of office. The auditor of state is the only new state officer, the others being re-elected. So the rush for appointments has all fallen upon him, as it was not expected that there would be any changes in the other offices. The auditor-elect, Hon. James A. Lyons, says that he has received 175 letters applying for positions in his office. There are about a half a dozen vacancies to be filled. When nearly two hundred men apply for clerical nearly two hundred men apply for clerical positions in one office, it shows either a re-markably large number of people out of em-ployment, or a lot of people who are crazy to hold a position about the state house—probaably the latter. It is understood that the auditor-elect has selected his force, with due regard to the various "interests" and regard to the various "interests" and "claims" that apply for recognition. Thus the "young man" is to be represented, the "old man," the soldier, the Irishman, the civilian, the lady, and if there is any other important class that has been overlooked it should file an application with the auditor at once. There is nothing clannish or exclusive about the new auditor. sive about the new auditor

Death of Hon. Hiram Cable. DAVENPORT, Ia., Nov. 21.—[Special Tele gram to the Bee.]—Hon. Hiram Cable died at his home here to-day, aged about seventy years. The deceased was the father of President R. R. Cable, of the Chicago, Rock Island & Pacific railroad, who was with him when he died; and George W. Cable, a prominent manufacturer of this city. He was a brother of Hon. P. L. Cable, of Rock Island who died at San Antonio, Tex., in May last. He was born in Athens county, Ohio, and became a man of considerable note in that state. He was one of the projectors of the Piqua & Indianapolis railroad, and for many years a director. He was the founder of the town of Cable, seven miles from Urbana. After serving in the legislature of his native state for several years he settled near Davenport in 1857. He was a man of great public spirit and energy and was highly esteemed.

Oleomargarine Seized. DUBUQUE, Ia., Nov. 21.-|Special Telegram to the BEE.]-Internal Revenue Collector Webster, of this district, has seized 500 pounds of oleomargarine belonging to ex-Alderman Deckert. It was deposited last June in a cold storage warehouse before the law went into effect. This will probably save Deckert from prosecution, but the goods will be confiscated. The collector has made a thorough search of the city for the prohibited article, and this is his only discovery,

spirit and energy and was highly esteemed.

A Prominent Attorney Dead. Chesco, Ia., Nov. 21.- Special Telegram to the BEE. ]-Jeremiah Baker, a prominent attorney of this city, died yesterday of typhoid fever. He was auditor of Howard county for four years and has held local offices of prominence. He was a member of the law firm of Baker Bros., and a young man of brilliant prospects.

Mexican Comment on Cutting's Scheme.

Er. PASO, Tex., Nov. 21.- Special Telegram to the BEE. - El Observador Fronter izo, a Mexican paper circulating on both sides if the Rio Grande, says to-day: Mr. Bayard, ware in his erroneous diplomacy, has so filled Cut-with the idea of his wrongs in Mexico,

that, instead of walting to secure indemnity from Mexico, he is trying to found a throne. Mr. Bayard is responsible for the fact that Cutting is now trying to conquer four north-ern states of Mexico to form a socialistic reern states of Mexico to form a socialistic republic. Cutting's scheme is an easy one, and this libeler, who not long ago, according to the Mexican press, was going about hungry in El Paso, to-day claims to handle thousands of men and millions of money to occupy Mexico on account of the few days he languished in jail in Paso del Norte while our republic religion to obey the orders of Mr. Bayard. We have no doubt that if Mr. Cutting disposes of half the money he claims to have been offered him for this expedition he will have more soldiers than he even desires, and he calculates on having a sufficient numand he calculates on having a sufficient num-ber of men to restore Mr. Bayard's reputation

A Revolting Double Tragedy. CHICAGO, Nov. 21,-A revolting double tragedy occurred on North Ashland avenue this afternoon. Mrs. Emma Smith, aged nineteen, and only recently married, was shot and instantly killed by Charles Gregor, a dissipated bartender, who then committed a dissipated barrender, who then committed suicide. The woman's husband left her a few days ago on account of a slight disagreement, but they became reconciled vesterday. Gregor had made advances to Mrs. Smith while her husband was away, but was indignantly repelled. To-day, after her husband had gone to work, Gregor came into the house drunk, and without warning shot the woman through the heart and then killed himself.

Anarchists Renewing Agitation. CHICAGO, Nov. 21.-A local German paper here, in its issue of to-day, asserts that the anarchists of the city have renewed their agitation and that a call of "groups" has been issued openly. The paper relates how, at a recent meeting of the North side group the blowing up of the water tower was dis-cassed and advocated as a means of facili-tating the burning of the town. In the con-fusion the armed section could capture the city. The police say there is nothing to fear

A Receiver Asked For. CHICAGO, Nov. 21.-Horace Fletcher and James Hayes are complainants in a bill filed in the superior court yesterday against Horace W. Avery, Frank C. Powell and the Japanese Development company, better known as "Nee Ban," in which an accounting and receiver is asked for. The company has a store here and in San Francisco. There is ill-feeling in the company. The debts are scheduled at \$55,000 and the assets at \$2,000.

An English Stallion Purchased. LOUISVILLE, Nov. 21.-Richard Swigert of Lexington, has purchased in England, by cable, the celebrated stallion King Craft, winner of the Derby in 1870, for \$17,500. He is by King Tom, out of Woodcraft.

Not Guilty of Murder. STANTON, Neb., Nov. 2L.—[Special Telegram to the BEE.]—The trial of J. L. Everson for the murder of Albert Davison last August has been in progress here the past week and was concluded yesterday, the jury returning a verdict of not guilty.

Real Estate Transfers. The following transfers were filed Nov. 19, with the county clerk:

Fiora M Right and husband to John W George, lot —, blk 79, South Omaha, w d—

Isaac A Wood and wife to Walter L Bent-ley, lot 7, bik 8, Dwight & Lyman's add, w d -\$625. James A Hawley and wife to John D Ellis et al, lot 4, blk 1, Hillside and No 2, w d-

et al, lot 4, blk 1, Hillside add No 2, w d— \$1500.

Jacob Kendis and wife to Jacob Bernstein, lot 14, blk 3, Arbor Place ex, w d—\$400.
Geo H Boggs et al to Inez E Christianson, lot 1, blk 13, Omaha View, w d—\$975.
Eliza J Maxwell to Chas E Reiter, part of blk 16, S E Rozers, w d—\$2000.
A S Patrick to Mary Dupee, lot 5, blk 9, A S Paddock's add, w d. \$950.
John H Marquardt and wife to D L Thomas, part of blk C, Shinn's 1st add, w d —\$1200.

Thomas, part of blk C, Shilli s Ist add, w C-\$1290,
Wilbert J Vanaeram to Elizabeth A Brownlee, lot 13, blk 1, Hawthorne, w d-\$590.
Geo H Boggs et al. to Millie E Simons, lot
22, blk 12, Omaha View, w d-\$800.
Estelle E Kough to Joseph Kough, undiv 1/2
of lot 35, S E Rogers plat of Okohoma, w d-

J S Kough and wife to Emily C Barr, part of lot 35, S E Rogers plat of Okohoma, w d—

Emily C Barr to Estelle Kough, part of lot 35, S E Rogers plat of Okohoma, w d -\$2000. Lewis Herman to Mrs. Dora Schwaab, part of lot 2, blk 22, Omaha, w d-\$5,

, blk 22, Omaha, w d—\$5. Geo D Edson and wife to John F Sioman,

Geo D Edson and wife to John F Sioman, lot 4, Marion Place, w d—\$400,
Larmon P Pruyn and wife to Florence E Lewis, lot 6, Smith's park, w d—\$2750,
Larmon P Pruyn and wife to Wm S Robertson, lot 13, Smith's park, w d—\$2190,
M T Patrick and wife to L P Pruyn, sl4 lot 1, sl4, cl4 lot 2, in blk 2, Patrick's add, w d—\$1352.85,
Wm F Harte and wife to S S Clevinger et al, lot 8, blk 6, Walnut Hill, w d—\$650,
Grover Stevens to James C Smilley et al, lot

Grover Stevens to James C Smiley et al, lot 4, blk 3, Kirkwood, wd-8725, James A Dalzell and wife to James C Smiley et al, lot 19, blk 9, Walnut Hill, wd-

Mary F. Babcock and Eusband et al to El-win M Park et al, lots 6-7, block 80, South Omaha, w. d=\$2,000. Lyman Richardson and wife to Howard A. Worley, lot 11, blk 16, West End, w. d=\$3000. Jefferson W. Bedford and wife et al to tenry Mack, lot I, bik 4, Kirkwood, w d-

By buying an "Acorn" base burner You can buy it from \$5 to \$10 less than is asked for inferior stoves, and it will save you one-third in fuel. Therefore it is by far the cheapest stove on the market. This is no idle boast, and if after trying the stove it is not found as represented your money will be refunded. You will make a mistake if you do not see the 'Acorn' and ask the price before buying. Sold only by

JNO. HUSSIE, 2407 Cuming street. Fine line of opera glasses at Huber mann's.

Bargains -Acre lots in Lake Side add only \$350 each; one-fifth cash. Here is a chance to double your money quickly. S. A. SLOMAN, 1512 Farnam st.

You can buy turniture cheaper of A L. Fitch & Co., 12th st., bet Farnam and Douglas, ! han any other place in the city

Bargain-corner Farnam and 31st sts. 68x132, south and east front, \$6,500.
S. A. Sloman, 1512 Farnam st.
Silver Creek is the best Soft Coal.
For sale by Jeff W. Bedford,
213 S. 14th St.

Bargain-Harney and 21st st., 50x167 7,500. S. A. SLOMAN, 1512 Farnam st. Tuttle & Allison, Ins. Agts., 211 S. 13th

just received at Armstrong, Pettis & Co's Before buying a heating stove don't forget to get prices at 520 South Thir-teenth street, Buresh, Letovs ky & Bro.

Car load of FINE CUTTERS and SLEIGHS

Bargain-corner Farnam and south and west front, only \$1,800, amidst improvements. S. A. SLOMAN, 1512 Farnam st. Dr. Hamilton Warren, Eclectic Physi-

cian and Surgeon, Room 6, Crounse block corner 16th and Capitol avenue Dayand night calls promptly attented to Engravings in bronze frames at Hospe's

Headquarters For ACRE PROPERTY and lots for safe investments. Call at RYAN'S REAL Es-TATE OFFICE, cor. Lowe and Merceray-

Crichton & Whitney sell hard and soft coal, 18th and Izard and 218 S. 15th street. The Bible society has Bibles for sale cheap. Depository in Y. M. C. A. rooms. Etchings in hardwood frames at Hospe's.

FREIGHTER. PIONEER

An Old-Timer In the Transportation of Merchandise Across the Plains.

ALEXANDER MAJORS' CAREER.

His Government Contracts and Im mense Business-The Famous Pony Express and How It Was Managed.

The career of Alexander Majors, the well-known plogeer in the freighting business across the plains is full of interest. The greater part of his life, says the St. Louis Republican, was passed on the plains that lie between the western borders of Missouri and the Rocky mountains, at a time before the Pacific railroad was thought of and when the long trains of ox-teams lined the desert, transporting the huge freightage between the states of the Mississippi valley and the Pacific stope. He has watched the growth of the wealthiest portion of the union from an uninhabited wilderness of sandy des-ert land to a populous and productive realm, dotted all over with thriving and industrious cities, belted by thousands of miles of railway and now open through its numerous rivers to steam-navigation, a mode of transportation then totally unknown on the western rivers. Mr. Majors equipped, put in opera-tion and controlled the largest freighting

company that ever operated on the plains of the great west; equipped and operated the first line of daily stages between Atchison, Kas., Salt Lake city and Denver; equipped and operated the famous Pony Express line between St. Joseph, Mo., and Sacramento, Cal., mentioned by Mark Twain in "Roughing It," and is THE LAST OF THE PIONEER STAGERS

and freighters, whose palmy days came and were gone almost before the civil war was closed and when the Pacific road was completed. Mr. Majors was famed as a freighter, wagoner and stager all through the great west before the noted Ben Holliday came into promi-The palmiest day of Mr. Major's life were passed on the plains, and it was not until old age approached that he quit the

his early manhood, and settled in St. Louis with no other interests than those of silver mining in Idaho, Colorado and Montana. "When did you begin hauling freight across the plains," asked a reporter of Mr. Majors, who replied:

active and adventurous career adopted in

Mr. Majors, who replied:
"Well, my first freighting was done between Independence and Santa Fe, N. M., a distance of 800 miles, through a country inhabited only by Indians, buffaloes and wolves. On the 10th day of August, 1848, I loaded six twelve-ox teams at Independence. The freight belonged to Wentworth & Perry, St. Louis, and consisted of staple groceries and and consisted of staple groceries and merchandise. The wagons used were manufactured in St. Louis by Mr. James Murphy, whose wagons were used extensively in the freighting business. had but six men and we made the round trip of 1,600 miles in just ninety-two days. This trip gave me a reputation as a freighter that I never lost. It was made in the shortest time then or record and I came back with my cattle in a condition much better than was usual among

"Can you give some idea of the ex pense connected with the trip and the cost to the shippers?"
"Oh, yes. The shippers paid me \$7.25 per hundred, and we had something like 30,000 pounds in transit. I cleared about

FREIGHTERS OF THAT DAY.

50 per cent of the freight bill, amounting to almost \$1,500." "Did you suffer damage from Indians,

or were provisions made against their raids?" "No; they let us alone that trip. After that time I suffered some losses through

ir thieving, however "Did you not find it difficult to main tain discipline among your wagoners? 'No: for the simple reason that I contracted with each and everyone of them before employing them. The terms of the contract compelled them to respect by moral force with will power to back

"What were the terms of the contract, Mr. Majors?" "It read thus: 'White I am in the employ of A. Majors I agree not to use profane language; not to get drunk; not to treat animals cruelly or do anything unbecoming and undignified in the conduct of a gentleman. If I violate any of the above named rules, then I agree to be discharged without pay.' The wagonmaster and his assistant were required to sign this list first. After a teamster once signed this list his name was registered on signed this fist his name was registered on the books and his time commenced. Their wages were \$1 per day and board, all of the out-fitting necessary for the trip being advanced to them, to be paid for

at the expiration of THEIR TERM OF SERVICE." "And could you enforce such regula-

"I could and I did."

'In what manner?' "By conducting myself with the true dignity of a gentleman, both in com-mands to and dealings with all of my employes. I required them from the out set to treat each other with respect due each individual. No officer in the army had such discipline among his men as was everywhere observed among my teamsters, and I don't remember of ever having discharged one of them without his full pay. My men all liked me and I never knew of one that worked for me but what thought more of himself after he had left me than when he first came into my employ. 1 regard that as the true secret of success in governing—to govern a man so that his self-respect is increased. Many of my old employes are now rich men. Some of them are in California and some in Colorado. They are scattered all over the west, and I am always glad to meet them. My men were like the crew of a ship, when they were once together and embarked on their journey, no outside influences were brought to bear that would create disorder. Families crossing the plains always sought transportation with me, realizing that every possible comfort and accommodation would be their portion; not be cause my men were cultured and refined but because of the discipline observed They used to call my contract the 'death

warrant,' because it restricted them from indulgence in the more "How long did you freight on your own account between Santa Fee and Inde-

pendence?" "For a period of six years; from 1848 until 1854. During that time my business increased until I owned from six wagons and teams in 1848 to 100 wagon: and teams, at which time I controlled the great freighting traffic between the great southwest and the Missouri river coun-try. At that time I made my reputation as a freighter, and looked forward to the establishment of a much larger business I had my eye on the government con tracts between Leavenworth and the government posts and depots in the eff-fire western territory as far as Sait Lake City. In 1885 the government increased the number of troops in the west. Fort Riley being built in Kansas and large reinforcements were sent to Fort Laramie in Wyoming. This, of course, largely increased the volume of transportation. In 1857 Johnson's army, consisting of 5,000 troops and the usual small attaches, were ordered to Salt Lake City, which in-creased the volume of freightage ten-fold."

"Did you have government contracts when you freighted to New Mexico?" "Oh, yes; I commenced freighting for

the government in 1849, and had contracts continually, but as there was a great volume of business going directly into the far west, entirely independent of that which I had already established, I cast about for means to obtain it. I met a Mr. W. H. Russell at Fort Leavenworth in 1864, and afterwards held correspondate a stage line across the plains'

ence with him relative to the consolidation of our interests, which was finally "Did Mr. Russell have freighting conracts with the government?"

"Yes. Mr. Russell had a good business, and I knew that I could manage the whole traffic if u were placed completely under my coutrol. Mr. Russell had a partner, a Mr. Waddell, but his name never appeared in the style of the firm

until three years after my consolidation with Mr. Russell, which took place in the spring of 1855. We now had entire CONTROL OF THE FREIGHTING BUSINESS,

with an eastern terminus at Fort Leav-enworth and later on at Nebraska City, the former location of old Fort Kearney. "What were the agreements under which the consolidation was effected?"

"That I should have the sole manage-ment and control of the business upon the roads and they were to attend to the merchandise, book-keeping and finances of the firm, they having been brought up as merchants and I being practically suited to my portion of the work." "What became of Messrs. Russell and Waddell:"

"Both died in 1881. Mr. Waddelt in April at Lexington, Mo., and Mr. Russell at his son's house in Palmyra, Mo., the following September. What was the extent of the material

used in the operation of the traffic after the consolidation, Mr. Majors?'
"In 1855 we had about three hundred and fifty wagons and teams, requiring the service of 5,000 animals, the majority of which were oxen. In 1856 the number of animals was increased to 6,000, and by 1857 we had fully 10,000 animals in daily use. In 1858 we operated over 3,500 wagons, and had fully 40,000 head of cat-

tle at work." "What was your source of supply for this vast property?"

"We got our wagons from Newark, N. J.; Philadelphia, Harrisburg, and Puts-burg, Pa.; South Bend, Ind.; Milwankee, Wis.; St. Louis and Independence, Mo., and at Leavenworth. The wagons were large, heavy and very strong. To give you an idea of the number of wagons used, we bought in one consignment 1,500 from Messrs. Graham & Milburn at South Bend, When Mr. Milburn, of that firm, heard that I had received the government freight contracts in 1858, he jumped on the train and started immediately for Washington, I had completed my business there, had started

ON MY RETURN HOME, and was waiting on the platform of the relay station, fifty miles from Washing-ton, for a western train. Mr. Milburn had got off the Baltimore train with the intention of going into Washington, and, like myself, had but a few minutes to spare. He had never seen me in his life, but walked straight up to me and asked if my name was not Majors. I told him it was, and he got on the west-bound train with me. On the way home the contract for the 1,500 wagons was drawn no and signed. up and signed.

"And what was the figure?"

"Let me see, now; if I recollect aright, it was over \$20,000; yes it was \$25,000."

"And how did you get together the large number of work-cattle required in the traffic?" "Well, from various portions of the whole western country. Texas and Ar-kansas furnished a great many, and we

purchased largely in the Cherokee and Creek nations. Missouri and Iowa were also markets which afforded us a large "And your mules, in what market were "Well, Missouri and Kentucky fur-

nished the best stock of that kind, and we bought largely in both states." Can you form an estimate of the total outlay for operating purposes?"

Here Mr. Majors reeffected and, pick-

a scrap Then he said ured for several minutes. Well, yes; it was more than \$4,000,000. "You stated that the year 1858 was a particularly busy one. What were your gross receipts for transportation during

that year "I recollect very well. It was considerably over \$4,000,000. The government paid us in drafts in the subtreasury in New York city, and we received it from

"How long did your contracts with the government stand?" "We completed our last contract with the government in 1859 as a firm. In the spring of the succeeding year I purchased the entire business of my two partners and conducted it thereafter on my own account. A considerable portion of the government business fell into the hands of Messrs. A. Colwell & Co., of Pennsyl

vania, they being the lowest bidders for the freight in 1861. I, however, continued EREIGHTING FOR THE GOVERNMENT until the fall of 1864. In 1865 I sent 100 wagons and teams loaded with merchandise and four quartz mills and appliances to the west, a portion going to Salt Lake City, a portion to Virginia and Hel-Mont., and the remainder, about sixty wagons, loaded with quartz mills, to Boise City, for the Union Gold and Silver Mining company, of New York, of which Mr. Edward Larned, of New York, was president. I met with severe storms late n November in Idaho and Montana, and lost fine work-cattle to the number of nearly 1,000. This almost wound up my career as a freighter, having done little

"You made the purchase of the whole freighting business in the spring of 1860. Mr. Majors, what was the history of that

purchase?"
"Well, during the summer and fall of 1860 I conducted a large amount of government freighting. In the winter of that year, or about the 1st of January. 1861, some of the debts of the late firm of Russell, Majors & Waddell, which had not been liquidated went to protest, and an assignment was made by all of the members of the late firm, in which all of the property that I had bought, including my personal estate, as well as that of Messrs. Russell & Waddell was placed in the hands of trustees for the payment of the debts contracted by the old firm. The old business was never righted, how-ever, and the stock was disposed of

piecemeal to such purchasers as offered. The collapse of the firm was due to the failure of the United States government to pay the Floyd acceptances, in regard to which there was considerable litigation."
"Did Russell, Majors & Waddell, oper-

STOP THAT COUGH EVERYBODY P "O, yes; we organized the first daily stage line from the Missouri river to Salt PROCURE A BOTTLE OF Lake City, and we also operated the daily stage from the Missouri river to Denver." ALLEH'S LUNG BALSAM 'Was any other line in operation at at any DRUGSTORE

FULLY, AND

YOU WILL BE CONVINCED THAT THERE IS

SOLD BY ALL DRUGGISTS

J.N. HARRISS CO CHITES COLO

GOLD MEDAL, PARIS, 1878.

BAKER'S

, Breakfast Cocoa.

Warranted absolutely pure Cocoa, from which the excess of

Oil has been removed. It has three times the strength of Cocoa mixed

with Starch, Arrowrest or Sugar, and is therefore far more economi-

cal, costing tess than one cent a cap. It is delicious, nourishing,

Sold by Grocers everywhere.

21,029,850

Tansill's Punch Cigars

strengthening, easily digested, and admirably adapted for invalids as well as for persons in health.

W. BAKER & CO., Dorchester, Mass.

were shipped during the past two years, without a drummer in our employ. No other bouse in the world can truthfully make such a showing.

One agent (dealer only) wanted in each town.

SOLD BY LEADING DAUGGISTS.

R.W.TANSILL & CO.,55 State St. Chicago.

Nebraska National Bank

OMAHA, NEBRASKA.

Paid up Capital ..... \$250,000

Surplus . ..... 30,000

W. V. Morse, John S. Collins, H. W. Yates, Lewis S. Reed. A. E. Touzalin. DIRECTORS:

BANKING OFFICE:

THE IRON BANK.

Cor 12th and Farnam Sts

A General Banking Business Transacted.

N. W. HARRIS & Co.

THE PATENT

Supply Williams

It produces Practical Results in Baking and

Roasting never before attained in any Cooking Apparatus, and will

Revolutionize the Present Methods of Cooking

ITS THEORY

Is, that all Food Baked or Roasted, should be cooked in fresh air freely admitted to the oven. This is done by discarding the close oven door heretofore used, and substituting for it a door containing a sheet of Wiro Gauze nearly as large as the door itself.

Through this Gauze Door the air freely circulate feelilitating the process of cooking, and

Through this Gauze Door the air freely circulates, facilitating the process of cooking, and producing food that is unequalled in flavor and nertition, and actually cooked with less cassumption of fuel than in an own with a closed door.

It makes an enormous saving in the weight of meat. It also produces larger Loaves of Bread.

OPINION OF AN EXPERT.

Mrs. Mary H. Welch. Teacher Demestic Economy.
Iowa State University. says: "My deliberate indgment
is that the oven of the Range, as compared with others,
is not only more equally heated in every part—front as
well as rear—but as a result of its asperior ventilation
the food placed therein is better cooked, while retaining a sweeter flavor, and a larger proportion of its best
pulces. I flud, also, that the consumption of fool in this
Range is much less than any other for same work."

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Sold by Bragglate everywhere. Ask for "Chicken ter's English" Pennyroyal Pills. Tope to this

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dade from two pleass russet insther. No pega italis, or anything to hurt the feet. NOISELESS AND SANY. Children connect make such a racket with them, or acreach hard wood flours or tast carpute. Hency grade by total post paid: Gents, \$1.50. Ladiest and Boys, \$1.50. Misser and Youths, \$1.50. Ladiest and Boys, \$1.50. Misser and Youths, \$1.50. Children's, \$1.50. Mayward Bros., 160 Howard St., Omaha, Neh. Reference: Commercial Sational Back, Omaha.

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paires less attention from the cook, and promotes bealth of the family by the superion quality THE FOOD COOKED IN IT.

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that time?" "Yes, but not a daily line. There was "Yes, but not a daily line. There was a company, Messrs Hackaday & Ligget, that operated a semi-monthly stage between St. Joseph and Sait Lake city under a schedule time of twenty-two days for a through trip. We bought them out and organized the daily line I spoke of. We put 1,300 fine mules on the line and about forty Concord coaches. We built stations averaging twelve miles apart bestations averaging twelve miles apart be-tween Atchison, Kas., and Salt Lake city. When we made the purchase we BUT ONE REMEPY FOR moved the headquarters for the stage line to Atchison, but the headquarters for COUGHS & COLDS pony express remained at St. Allen S LUNG Balsam

THE PONY EXPRESS. "At what time did you establish the pony express line?'

In the spring of 1859." "What circumstance prompted its

establishmenty' "Well, it was prompted by the ex-pressed desire of Senator Gwynn, of Cali. fornia, who was desirous of ascertaining the fensibility of a railroad over the Rocky mountains. Previous to this time California stages followed the Butter-field route. From San Francisco to Los Angeles, thence to Tucson, thence to El Paso, through Texas to St. Louis. As we were experienced in that line of work we were requested to test the practicability of the scheme of crossing direct from California to the Missouri river. Senator Gwynn stated that no doubt a royalty could be obtained from the government when the service was rendered.

"How many riders were employed in the pony service?" "About 150; three to every forty miles. You know the riders changed horses every ten to fifteen miles; that is, at every station. The riders were of medium size, weighing from 135 to 160 pounds. The weighing from 135 to 160 pounds. The horses used were mostly from California, and although not thoroughbred animals, were tine looking, compact and highly spirited. The work of changing horses at stations was very quickly accomplished. The horse for the incoming rider was saddled, briddled and led out to the roadway. When the express rider came in sight of the station he signalled and all was in perfect readiness when he arrived. The cantinas or saddle-bags in which the dispatches were carried were quickly transferred to the fresh pony while the rider was changing. Then both horse and rider were away like the wind, not more than a minute's time being con-

"What was the schedule of time required of the riders?"
"Well, between St. Joseph, Mo., and Sacramento, ten days were allowed, and they were always on time. I don't remember of an instance where they were behind time. 'How long would a man ride each

"Well, they averaged four hours out of the twenty-four steady riding, going out one day and returning the next."
"What was the nature of the mail mat-

"Letters or dispatches of business importance. They were written on tissue paper and weighed half an ounce. The rate charged for the transportation of each dispatch was \$5. We carried a great number of military dispatches for the government.

"Was the trip ever accomplished below the tame scheduled?" "Yes; Abraham Lincoln's inaugural address was carried from St. Joseph to Sacramento, a distance of over 2,000 miles, in six days and a few hours, which, I think, was the fastest average riding ever accomplished, being 300 miles every

twenty-four hours. 'How many horses were used on the line? "Well, not less than 250 were in constant use. But the days of the pony ex-

press were numbered by the Union Telegraph company. The pony express business lasted but a year and never paid very well for the reason that it was not established long enough—the industry died before it got fairly into

MR. EDWARD CREIGHTON, the pioneer of the Western Union com-pany, started from Omaha early in 1859 or 1860 and planted the poles and placed the wires in position so rapidly that THE PONY'S BACK WAS BROKEN,

and his services soon rendered unneces-sary. Mr Creighton was an excellent business man with a kind and benevolent heart, whose death was very much regretted by his many friends in Omaha and all others who enjoyed his acquaint-ance. He died in Omaha about eight or ten years since, leaving a large estate accumulated through thrift and industry When the pony express business died had nothing in my hands but the daily stage line between Salt Lake City, Denthe stage line passed into the hands of the victorious Ben Holliday, of whom so much has has been said and written. Holliday operated the line for four years as a 'military necessity,' making, as he claimed, over \$4,000,000 clear money in that time

Is Holliday yet alive?" "Yes; he lives in Oregon, I believe, but spends considerable time in Washington,

What did Holliday do with the line. Did it die in his hands?" "Oh, no; it was good property until the Pacific railroad was completed. Hol-lidyy sold to Wells, Fargo & Co. at New York city. The figure was \$1,800,000, I

believe. "They still own it, then?" No. I think Wells, Fargo & Co. are almost out of it now. The business died virtually when the Central Pacific and Union Pacific railways met at the Pro-montory in Utah, in 1869. But few small sections of the old line are now in operation and are under the control of other companies, as far as I know,

Whitebreas taut coal, \$1.00 perton-the cheapest and best fuel. NEB. FUEL Co., 214 South 13th St.

# Eyes Ears Nose

become inflamed, red and watery, wite duli, heavy pain between them: there are roaring, buzzing noises in the cars, and sometimes the hearing is affected : the nose is a sovere sufferer, with its constant un-comfortable discharge, and breath, and loss of the sense of smell. All these disagreeable symptoms disappear when the dischase is cured by Hood's Sar-sapartile, which expension the blood the imparity from which catairft arises, tones and restores the diseased organs to healt's, and builds up the whole sys

Be sure to get Hood's Sarsaparilla.

Catarrh in the Head! fused Hood's Sarsaparilla for Catarris, and re-ceived great relief and benefit from it. The catarris was very disagreeable, especially in the winter, causing constant discharge from my nose, ringing noises in my ears, and pairs in the back of my head. The effort to clear my head in the morning by hawking and spitting waspa nful. Hord's Sarsapariila gave me relief imm (d tately, while in time I was entirely ured. I am never without the medicine in my house as I think it is worth its wo'ght in gold." Mu G. B. Gran, 1920 Eighth St. N. W., Washington D. C-

100 Doses One Dollar.

was weak, and my eyes were so sore that I could not was weak, and my cycle and to take Hood's Saras-sewor road much. I begun to take Hood's Saras-parilla and now my catarrh is nearly cured, the weakness of my body is all gone, my appetite is good—in fact I feel like another person. Hood's Sar-suparilla is the only medicine that has done me per manchi good." Miss. A. CUNNINGHAM, Providence. Hood's Sarsaparilla has helped me more for ca-

tarth and impure blood than anything cise I ever used. A. Batt. Syracuse, N. Y. Ringing Noises

In the cars, sometimes a roaring, buzzing sound, snapping like the report of a pistol, are caused by catarra, that exceedingly disagreeable and very common disease. Hood's Sarsuparitia, the great blood purifier, is a peculiarly successful remody for this disease, which it cures by purifying the blood. If you suffer from cutarris, try Hood's Sarsaparilia. the pentiar medicine. it has done me a great deal of good. I recommend it to all within my reach. LUTRER D. HOBBINS, East

Hood's Sarsaparilla Sold by all druggists. Str six for St. Prepared C. I. HOOD & CO., A potheruries, Lowell, Mass.

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BONDS Of Counties, Cities and others of page 68 Devenshire st.. Boston. Correspondence solicited. \$1.00 WORTH \$500.00. WIRE GAUZE OVEN DOOR 19 THE LATEST IMPROVEMENT ON THE

For four years I have been a sufferer from a terrible form of rheumatism, which reduced me so low that all hope of recovery was given up. I have suffered the most exeruciating pain day and night, and often while writhing in ag onyhave wished I could die. I have tried everything known for that disease, but nothing did me any good, and have had some of the finest physicians of the state to work on me, but all to no effect. I have spent over \$800 without finding relief. I am now proud to say that after using only one bettle of B. B. B. I am enabled to walk around and attend to business, and I would not take \$500 for the benefit received from one single bottle of B. B. B. I refer to all merchants and business men of this town. Yours, most truly,

Waverly, Walker county, Texas. HE SWALLOWED 15. I have been troubled with a serious blood dis-I have been troubled with a serious blood dis-ense for six years, and have expended over \$250.00 for worthless remedies which did me no good. The use of 15 bottles of B. B. B. has about cared me—doing more good than all other remedies combined. It is a quick and cheap blood purifler.

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