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GEN. CROOK'S FIRST INDIAN.

A Reminiscence of His Earliest Campaign.

AARON WALLACE'S CLOSE CALL.

The General Saves His Life With an Old Muzzle Loader—The Death of the Blackfoot.

His First Indian.

General Crook's Indian campaigns have made his name a household word all over the country, but while his achievements as a military commander are familiar to the public through the official record of the daily press, he has had many thrilling adventures that have never been written, and are totally unknown except to a small coterie of close personal friends.

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only of treasures and rapine, of gold mines, murder, and the fierce Nez Perce and Blackfoot. I was comparatively a young man and had had but a little active experience with the Indians. Our troops were stationed at Brown's Hole. I was a first lieutenant, and one day, in command of fifteen men was sent by my superior officer on a scout. This Blackfoot had been particularly audacious of late, and just the night before we started, a band had run off a lot of government stock from the corral just outside the stockade. We had followed the red rascals pretty close, and by 3 o'clock in the afternoon, we were fully thirty miles north of the fort. The face of the country was materially different, and I began to notice a change in temperature. The summer had just closed, I forgot to mention, and the early autumn was like the approach of winter. The nights were cool and chilling, and the days generally mild at noon, but often keen and exhilarating. The prairie was mostly of the rolling kind, but the belts of timber were more common, and the vegetation richer and more exuberant. It was plain, too, that we were venturing into a section where the foot of civilization had not been. The vast and undulating swell of the plain, the mighty fields of verdure, and the broad rivers and streams, bore only marks of the red man and the wild beast.

It was about here that the Antelope, a Navajo scout we had with us, deserted the Blackfoot. There were at least twenty of them, and they were swiftly approaching. There lances were seen glistering in the slanting rays of the sun, their feathered crests rising and falling like the waves of the sea, and their long scalplocks and gaudy raiment flaunting in the breeze. They rode promiscuously, following the lead of a single warrior, astride a sturdy black mustang, and who seemed to know precisely what he was doing. My men had seen but little Indian fighting, thus far, and it struck me that their faces turned a shade paler at this intimidating array of savage force. However, they compressed their lips and resolutely awaited my command. I saw that but few of the Indians were armed with rifles, and felt perfectly confident of our ability to rout them.

On they came, until within a few hundred yards, when they suddenly reined in and rode close together, apparently giving attention to the injunctions of their leader. They were a merciless looking set, and their looks and gesticulations revealed that they were bent upon our destruction. They shook their lances and bows at us, and occasionally uttered fierce, impatient whoops, as if eager to begin the fray. They remain in consultation, however, fully a half hour, not liking the looks of our rifles probably, but suddenly with an outburst of wild yells the entire band came galloping toward us.

Every soldier brought his rifle to a level, and we sat our horses like statues. Nearer and nearer came the Indians, but when within three hundred yards, they skillfully turned their ponies to the right and left and threw themselves dextrously on the sides of their animals opposite to us, a few horse-manship I have never seen any but a prairie bedouin successfully perform.

Haunting in this manner, by one foot

concealed in the mane of their mustangs, they opened the contest by discharging their arrows from under their animals' necks and bellies, and once in a while a rifle ball was sent at us. The savages, however, entertained a very healthy respect for us, and remained at such a distance that our danger was much less imminent than it would seem. I ordered my men to withhold their fire until I gave the word, and we maintained our ground and watched the frantic Blackfoot. As their well-trained ponies wheeled and swerved in every imaginable direction, their wild riders would fling themselves with the most wonderful alacrity from one side to the other, notching and speeding their poisoned tipped arrows with no inconvenience whatever. Bolder and bolder they became, at our inaction and non-fire, and until they reached a line I considered close enough for effective work and I gave the signal to my men.

Almost together our rifles cracked and the astonished barbarians presented a sight, as no less than one of their ponies went down, two of them together with their riders, but the other three, flinging themselves free, scampered off upon the prairie, while the whole cowardly pack, with impious howls, turned their horses and dashed frightfully away, leaving two dead and a third badly wounded. The Navajo fixed him.

Had they charged us when we discharged our rifles, it would have surely ended differently. My men were now inflamed with their success, and without waiting for orders, all galloped away after the fleeing Indians.

The Blackfoot were a shrewd gang and instead of retreating in a body they separated, and it was every devil for himself. In fifteen minutes the last one had vanished into a belt of timber which traversed a narrow valley on our left, or behind the swell in the prairie. I was galloping up a draw, when I heard a shot off on the plain to my right, and reaching the level I saw a soldier who had run down, an Indian whose wounded mustang had given out. The soldier had dismounted to shoot, to make sure of his man, but missed him, and had drawn an old pepper-box revolver to defend himself, for the Blackfoot was at the wall and meant mischief. He saw the soldier was afraid of him, and running up to within twenty-five yards of him, was dancing about a shot at less than his bow and arrow. The soldier, whose name was Aaron Wallace, by the way, was a raw recruit, and was dodging about frantically behind his horse, the most scared man I ever saw.

I spurred up my horse, and coming up within forty yards of the Blackfoot, dismounted to shoot him. He had discovered me, and apparently realizing there was nothing to be feared from Wallace, he faced me, yelling at the top of his voice, and leaping from side to side to disconcert my aim. I knelt down on one knee and endeavored to draw a bead on him, knowing I had to make a fatal shot, or it was all day with Wallace.

For fully five minutes I tried to get in my work, without getting a standing shot, and finally I determined to shoot

MODERN RHYMES OF THE RAIL

Interesting News and Notes of Railroads and Railroaders.

AN AMERICAN RAILWAY LESSON.

The Oldest Locomotive Engineer—How to Avoid Accidents—Metal Railroad Ties—A Singular Accident.

The Oldest Locomotive Engineer. Macon (Georgia) Telegraph: Augusta boasts herself the home of the oldest living locomotive engineer. His name is Henry C. Raworth. The first locomotive ever built in America was the "Best Friend," of the South Carolina railroad. After it had been used a little while the engine exploded. It was rebuilt and called the "Phoenix." Mr. Raworth was put in charge of this locomotive in 1834. From that time till 1885 he was continuously employed as an engineer on the South Carolina railroad. In those fifty-one years he witnessed the wonderful evolution of railway science. The world's great network of railroads was built during that half century. When Mr. Raworth first handled the throttle twelve miles an hour was considered good speed for a locomotive. He lived to see sixty miles an hour made without causing special remark, and to witness the great triumphs of railroad construction which have revolutionized commerce. The old gentleman is still strong and in excellent health, although he is seventy-seven years old, would be capable of managing an engine now but for his failing sight. He attributes his remarkable vigor to the fact that he never took a drink of whiskey in his life.

How to Avoid Accidents. The New York Central has a most perfect system of running extra and special trains over its line, and if the orders are properly carried out it is next to impossible to have an accident. For instance, if observation engine No. 522 has orders to run from New York to Albany just ahead of train No. 1 the order is sent out along the line and is posted on the bulletin boards in every engine and freight house in every engine house and conductor's office. The order reads that engine 522 will run on train No. 1's time. Engineers and conductors, instead of being notified individually of the fact, have merely to refer to the order on the boards, which are always sent out several hours ahead of the engine's departure. Instead of having to look out for both train No. 1 and observation engine No. 522, it becomes necessary only to look out for train 1, and in pulling in a siding for that train to pass, the work of clearing both at the same time is accomplished, as engine No. 522 passes along first. It

is utterly impossible to beat such a system, and its adoption by the Central and its result of the most careful study of the best railroad heads in the country. It works like a charm, and all the men who work by it pronounce it the safest system in use on any road.

A Railway Lesson From America. Pall Mall Gazette: The contrast between English and American industry and inventiveness in the art of minimizing friction and reducing deadweight is forcibly illustrated by the American logistic truck freight cars which were exhibited yesterday at St. Pancras station. These cars are built of tubular steel, are supported on two four-wheeled bogies, and weigh eight tons for goods and ten tons for coal. The English car weighs five tons and carries eight. The American, which weighs eight or ten, carries thirty. The result is, that if the American super-seeded the English truck on the Midland (according to an interesting calculation by Mr. Roberts in the Railway Herald) all the goods traffic could be carried at a saving of 198,735 tons of deadweight on every 681,308 tons carried.

A Singular Accident. Chicago Tribune: The locomotive of a Pan Handle passenger train, due at Cleveland at 6:30 one evening last week, struck a sycamore tree fifteen inches in diameter, blown across the track by a storm, a short distance northeast of Loveland, O. The train was running thirty-five miles an hour. The locomotive broke the tree in two and threw it off the track. The front truck of the engine was thrown off the track, the cowcatcher, the smokestack and the cab were demolished, and the engineer was knocked senseless, with severe injuries to his head. The fireman was badly injured. The engine, without a man to guide it, ran half a mile with the trucks off the track, when the conductor turned on the air brakes. The train was delayed four hours.

Cars Worked by Compressed Air. Tram cars worked by compressed air on the Mokarski system are now running on the Holloway road and King's Cross Tramway line. They are like ordinary cars without horses, and they take their turn with horse cars. The air is contained in reservoirs under the cars, and is warmed by passing through hot water contained in a receiver before it goes to the engines, which are also under the car. This heating prevents the formation of hoar frost in the cylinders, owing to the cooling due to the expansion of the compressed air which actuates the engines.

Metal Railroad Ties. Attempts have been made to considerable extent to substitute metal for wooden ties on railroads, but it does not yet appear that the right kind of tie has been invented. Wood possesses the quality of yielding in just about the right degree, and a metal tie should

RELIGIOUS.

It is evident that Catholicism has become a veritable force in the United Kingdom.

The Temple Emanu-El congregation of New York City, \$500 to the Jacksonville yellow fever sufferers.

The Methodists throughout England have almost unanimously declared against compulsory sectarian education. There are eight mission ships now cruising in the North sea, each a combination of church, chapel, temperance hall and dispensary.

George O. Barnes, the Kentucky evangelist, is now devoting his energies to the conversion of men from the soul-destroying habit of meat eating, arguing that Jehovah did not intend for the human race to feed on animal food.

England has 1,321,000 Catholics, Scotland 329,000 and Ireland 3,961,000. They are represented in parliament by 32 peers, 5 English members of parliament and 75 Irish. The privy council of the queen has 9 Catholics.

The number of priests in England is now 2,648, including those expelled from France. There are 1,621 chapels and churches, that is to say 21 more than there were last year. During the year 1887 there were 72 ordinations, equally divided among the secular and regular clergy.

According to careful calculations made by a British clergyman of note and just published, Protestants have increased during the last hundred years from 37,000,000 to 134,000,000, or nearly fourfold. Roman Catholics, during the same period, have increased from 50,000,000 to 168,000,000, or twofold. The Greek church, during the century, has increased from 40,000,000 to 85,000,000, also twofold.

The personal esteem with which Archbishop Corrigan is regarded by the Catholic clergyman in this city is well shown by the gift of \$4,400 which they raised for him on his silver jubilee. The idea originated with some of the assistant priests, and Father Brophy was informally chosen to receive the money. Every dollar of it came from the pockets of the priests, and it means a good deal when it is remembered that the salary of a Catholic rector in this city is only \$800, and that of an assistant priest \$500. The entire sum was raised, too, in less than a month.

come as near to the same degree of yielding as possible.

The way the railroads are using up the stock of available timber should be an incentive to some ingenious inventor to bring out a metal tie equal to a wooden one.

A railway from Visp to Zermatt, Switzerland, hitherto considered impracticable, is about to be commenced. Its length will be twenty-eight miles and its grade 3,160 feet. It will be narrow gauge without any cuts.

The longest through car service of any railroad line in the world is said to be on the Southern Pacific road, between New Orleans and San Francisco, 2,495 miles. The fastest through train on this road is the "Overland," 22 miles, or at the rate of twenty-three miles an hour.

The largest railway station in Europe, and probably in the world, is the new Central railway station at Frankfurt-on-the-Main.

Railway companies of Australia have dispensed with snow sheds in exposed localities, finding that the drifting of snow can be prevented effectively by planting hedges. The hedges in use are of Rose of Provence, 64 feet high and but one-quarter of a foot thick. Of course any other hedge would do as well or better. Probably in our country the buckthorn or evergreen would be the material. The philosophy of this plan is not that the hedge breaks the crowding of the snow, but that it creates a current that deflects snow from its old line of drifting.

The Railroad Gazette reports 88 collisions, 121 derailments and 13 other accidents for August, a total of 222 against 137 for August last year. Forty-three employees, 4 passengers and 9 other persons were killed, a total of 65; 100 employees, 90 passengers and twelve others were injured, a total of 202. The killed in August last year were 45 employees and 84 others; total, 129; the injured, 80 employees and 234 others; total, 323.

A New York civil engineer has applied for a patent for a locomotive and tender, by which he claims he can make ninety-five miles an hour with ten coaches. The boiler is rectangular in shape, having a large and permanent area of evaporating surface, supported by a great extent of heating surface, the pressure at its weakest points. The cylinders are in the rear of, instead of between the truck wheels, and the fire box is supported between the center of gravity of the driving wheels.

An effort is being made to establish an Italian Methodist church in New York city. Not long since Rev. George E. Fuller, of Emmetsburg, Ia., was prosecuting witness against a saloon-keeper. His right to enter complaint was denied by the defense on the ground that, being an itinerant under episcopal authority, he was not a citizen. The state supreme court, to which the case was taken, decides that "all ministers under the episcopal polity are citizens," and therefore proper persons to prosecute where they choose to do so.

SACKETT'S ADDITION TO COUNCIL BLUFFS.

Table with 4 columns and 4 rows of lot numbers. Columns are labeled AVENUE, 'C', ANENUE, 'B', AVENUE, 'A'. Rows are labeled NORTH TWENTY-EIGHTH STREET, NORTH TWENTY-SEVENTH STREET, NORTH TWENTY-SIXTH STREET. Lot numbers range from 1 to 40 in each row.

Only One Mile from the New Bridge. Only One Block from Broadway, the Paved Thoroughfare from Omaha to Council Bluffs. Only One Block from the Motor House, the New Carriage Factory and the Electric Car Barn.

Just the place for homes for workmen. Don't wait till the Bridge is open and prices are doubled, best buy now Good Lots \$300 each; terms easy. Don't buy elsewhere until you see these lots. F. J. SACKETT, Room 12 and 13, Ware Block, Omaha, Neb. D. J. HUTCHINSON & CO., Sole Agents, 617 Broadway, Council Bluffs. N. B.—For the benefit of workmen, we will keep open evenings until 9 p. m.

Advertisement for Peoples' Mammoth Instalment House. Features: GREAT Under Price Sale ON TIME PAYMENTS AT LESS THAN CASH PRICES. NOTE OUR PRICES: BED ROOM SUITS, worth \$25.00; DOUBLE WIRE SPRINGS, \$2, worth 4.00; WOOD SEAT CHAIRS, 40c, worth .05; KITCHEN SAFES, \$3.50, worth 5.00; COOKING STOVES, \$10, worth 15.00; HEATING STOVES, \$4, worth 7.50; RATTAN ROCKER, \$4, worth 7.50; INGRAIN CARPET, per yard, 25c, worth .45; LACE CURTAINS, \$1, worth 2.50. TERMS AS USUAL. \$10 worth of goods for \$1 down and \$1 per week. LARGER BILLS IN PROPORTION. Peoples' Mammoth Instalment House 613-615 N. 16th St., bet. California and Webster. B. ROSENTHAL & CO., Props Open evenings until 9 o'clock. Telephone No. 727.