



The Burlington takes the lead.

It was in advance of all lines in developing Nebraska.
It was in advance of all lines in establishing dining-car service between Missouri river points and Chicago.

It was in advance of all lines in giving the people of Omaha and the West a fast mail service.

It was in advance of all lines in running its trains from the East into Omaha proper.

It was in advance of all lines in reducing the time of passenger trains between Omaha and Chicago.

It was in advance, and is the only line by which you can leave Omaha in the morning and arrive in Denver the evening of the same day.

It has been progressive in the past.

It will lead in the future.

Travel and ship via the Burlington.

Ticket Office, 1223 Farnam Street. Telephone 250.

Depot on Tenth Street.



ROYAL EAGLE



Guaranteed by Factory No. 278 3rd Dist. N.Y.

FOR THE BEST CLEAR HAVANA CIGAR for

5 Cents.

CALL ON

R. Mason, 14th and Cass
F. H. Murphy, 12th and Farnam
Omaha Drug Co., 13th Dodge St.
J. A. Fuller & Co., 16th and Douglas
S. H. Fairworth, No. 215 Cass St.
W. W. Poston, 14th and Cass
C. T. Paulsen, 16th and Howard
J. D. Conne, 16th and Hickory

E. H. Bell, 18th Lake
F. H. Bishop, Saunders and Lake
H. H. Sterns, 18th and Williams
J. R. Getty, 14th Douglas
J. H. Hallinan, 16th North 16th
John H. H. Hallinan, 16th North 16th
C. M. Critsey, 24th and Lake
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J. E. James, 16th and Cass

J. Reed, 24th and Grace
J. Stevens, 24th North 21st
Fayder & Hinckle, North 16th St
J. H. Schantz, Cummings and Saunders
M. L. Mathews, 24th and Cass
Mathews & Cunningham, 24th North 16th
J. F. Fruehauf, 414 S. 15th
J. N. Drake, Louisville, Neb.

PEYCKE BROS. CO., SOLE AGENTS,

OMAHA, NEB

Any dealer purchasing 1,000 of the above cigar can have his name in this advertisement

PAID UP CAPITAL, \$300,000. SURPLUS \$40,000.

AMERICAN LOAN AND TRUST COMPANY,

SAVINGS BANK

DEPARTMENT

UNITED STATES NATIONAL BANK BUILDING.

5% Interest on deposits, compounded semi-annually.
Savings Certificates with interest coupons attached.

DEBENTURE BONDS in Denominations of \$200, \$300, \$500,
\$1,000, based upon First Mortgage Real Estate Securities
deposited with, and bonds certified by the Union Trust Company
of New York. Drafts drawn on the principal cities of Europe.

A. C. POWELL, CASHIER.

DIRECTORS:

O. M. CARTER, Pres. D. D. COOLEY, V-Pres. PHILIP POTTER, Sec.

A. L. BROWN, ALVIN SAUNDERS. C. S. MONTGOMERY. J. FRED ROGERS.

COMMENDATION.

MELODIOUS MURMURS, WARBLING, TUNE HIS PRAISE
THE LEADING CIGAR DEALER IN OMAHA.

Box Trade Solicited. Private Lock Boxes.

BARKER BLOCK, FARNAM and 15th.

DEWEY & STONE, FURNITURE.

A magnificent display of everything useful and ornamental
in the furniture maker's art, at reasonable prices.

the brake-shafts to be secured by split spring centers.

Steam Heated Trains.

New York Post: The stoves as a means of heating cars on the New York Central & Hudson River railroad will soon be abolished:

During the past year the official of the New York Central in charge of its passenger equipment have been actively employed in testing various devices for heating cars by means of steam obtained direct from the locomotive, and have decided on a system combining simplicity with satisfactory results.

A. C. POWELL, CASHIER.

Each of the cars connects under each of the car connection between the cars being made with a metallic joint and a sleeve. This main pipe connects with a system of pipes inside each car, one running lengthwise of the car, with branch pipes extending under the seats. At the center of each of the interior pipes is a key by which the steam from the main pipes can be cut off, thus reducing the temperature of a single car without interfering with that of cars more distant from the locomotive, which is the position of the steam supply.

Since the advent of the cold weather, the ends of the cars composing the trains known as the New York Central & St. Louis Terminal Limited and the New York, Chicago, Cincinnati & St. Louis fast dresser had a large number of the local trains running on various parts of the road, have been successfully heated by this means.

In a short time all the cars in service on the line will be fully equipped with the appliance.

Chief Arthur on Accidents.

Globe-Democrat: Chief Arthur, of the Brotherhood of Locomotive Engineers, was asked: Are railroad accidents more frequent at this time than they were twenty-five years ago, all things considered?

No, decidedly not," he said. "When we take into consideration the number of miles of railway in operation, the number of trains running and the number of passengers, and the amount of all kinds of freight conveyed, the number of accidents is smaller in proportion than it was in the early days of railroading. When we consider the number of passenger and freight trains running and at the speed at which this rushing, go-ahead age demands, accidents are far less frequent than they were many years ago. The proportion of passengers killed or injured in comparison to the number of cases the cause is the mistake of one. As far as providing safety, combined with speed, the railroads of the country are fast reaching the highest point. I believe that, as years roll by, accidents will be still less frequent, but some will occur as long as the world stands. The block system in use on the Pennsylvania lines is one of the best safeguards against accidents. Under this no train can leave one station until the next one has been heard from. This is almost perfect, and will no doubt be generally adopted. Nothing but a blunder on the part of the operator can cause an accident by this method, as the track is always clear for incoming and outgoing trains."

4. To substitute the following for the present specification for standard STEPS.

Two good, substantial steps, to be made of wrought iron of $\frac{1}{2}$ inch section, to be fastened one to each side of the sill, next to the corner of the car to which the ladder is attached. The steps to be not less than 12 inches long, measured horizontally between the sides, and the tread to be not less than 8 inches below the bottom of the sill.

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