THE COMMERCIAL TRAVELER.

Something Interesting and Entertaining For and Regarding Him.

A LIVELY MISSOURI ROMANCE.

How George Nixon Wooed and Won His Wife-A Home That is Badly Needed-Dawson Mayer's Lecture-Notes.

How He Got His Wife. George Nixson is the young, jolly

good-natured prince of good fellows who represents Hood, Bonbright & Co., of Philadelphia, in this section of country. George is married and with his courtship is connected a story.

The affair happened in Missouri about two years ago, and although George's methods may not have been exactly fair and proper, any one who has seen Mrs. Nixson will readily admit that to win such a wife he would have been justified in resorting to almost any plan, even to the extent of kidnapping.

Mrs. Nixson before marriage lived in Trenton, Mo., where her father kept a Trenton, Mo., where her father kept a store. To Trenton George was wont to go to sell goods and the old man was one porter. The traveling man in England go to sell goods and the old man was one of his best customers.

While trying to induce the old gentleman to purchase a carload or two of dress goods when he only wanted a case or two George met his present wife. She was, and is yet, a divinity for that

Eyes that danced and flashed like stars from the long, dark lashes, teeth like pearls, lips that suggest only kissing, it is little wonder that George was smitten. Of course he was introduced, and it was strange, indeed, the zealousness with which he watched the old merchant's interests after that. It seemed as if he stood in constant dread of the old man's stock running out. About once in two weeks he would drop down upon him and insist on overhaul ing all the shelves and ascertaining if e latest lines of dress fabrics were to be found, and if not he would insist on sending something. The old man got to liking him quite well, in fact so much so that George rarely ate dinner at his hotel but dined at the house.

Blanche, for that was her name, and he grew quite intimate and often of evenings the pair might have been seen either riding or walking about to-

Finally one summer evening George concluded to try his luck, and, after the most approved Philadelphia fashion, proposed. To his infinite surprise and mortification she unqualifiedly rejected him. Said she didn't love him, didn't want to marry and that he was not her kind of a fellow; in fact, gave him what is termed the laugh.

George was all broke up and when he dropped down to the store to bid her father good-by the old chap noticed something wrong and inquired what was the matter. Nixson told him.
"Oh, that's it. Well, now, see here,

Blanche never did know what she wanted, and I expect she never will But you brace up, young man, brace up. Don't let her see that you mind it a bit. Come just as often as ever. She'll change her mind before long, I'll bet.'

Greatly encouraged, George left. He returned in about the usual time. the same old George, gay as ever. Not by any look or sign did he betray his feelings. Instead of paying as much attention to Blanche as formerly, he kept away as much as possible. And his scheme worked well, girl was much piqued by his change of

manner towards her. Blauche had a mania for fishing, and a little lake outside Wenton, which abounded in croppies, bass and perch was one of her favorite resorts. It was

there that George captured her. She had taken her little pole and gone out as usual, alone. Nixson con-cluded to follow her and did so. He saw her get in her little boat and row out to her favorite spot near an old stump where she usually anchored her craft. She stepped out on one of the roots and made ready to tie up, when sad to relate, she dropped the chain and in less then a minute the boat was ten

feet away.
With a slight scream of vexation she reached round to catch it with her pole when, alas, she went down plump into the water water waist deep.

George saw it all and hastened to her Hastily jumping into another boat he rowed out to the spot. She saw him coming, of course, and the following conversation ensued:

"Oh, Mr. Nixson, I am so glad you are here. Did you see me fall? And my feet are fast in the mud, and I can't "Hm-m," said George, as he kept his boat just out of her reach. He had

"Why don't you come where I can get in the boat?" continued Blanche. "Blanche," said George.

"Well?" replied Blanche. "Will you marry me?"

"No, I won't; I told you so three weeks ago."
"Then I think I will go back to town. I just remember some business that I ought to attend to."

"Why, you mean thing, are you going to leave me here in the water, and you know I can not swim, and it' deep between here and the shore, and I

will drown, so I will—"
"Blanche," interrupted George.
"Well, what do you want?"
"You," was the reply. "Blanche,
will you marry me?"
"Now George Nivson I think you "Now George Nixson, I think you are real mean to take 'advantage of a girl that is stuck in the mud. And the water is so co-o-old, and I know I will

"Blanche," solemnly put in George, "this is the third and last call; will you

"Well," was the reply, "I s'pose I'll have to, but it am't fair." "Will you marry me?"
"Yes," snapped Blanche, "now no more nonsense. Take me in that boat. Yes, I'll marry you, and I'll make life a

burden to you, so I will."
"Hold on," said George, "you are still in the mud. Now you will marry me and be the nicest little duck of a wife on earth; you will be as sweet as you can be, and will not find fault if I

go to lodges or stay out late once in a while, and you—" "I shall do no such thing," put in

"Then you stay where you are," said George, as he dipped his oars in the "Oh, George," said Planche, "come

back. I will promise anything. Take me out of here.' And George took her out.

They were married the next week, be-cause the old man insisted that she might change her mind, and George agreed with him.

The Commercial Embassador. Saturday night at Young Men's Christian association hall Dawson Mayer lectured to a small audience, his subject being "The Commercial Embassador, or Nineteen Years on the Road." Among other interesting

things; he said that when one takes into consideration all that has been done by him, the traveling man deserves to be distinguished by the diplomatic, high sounding tittle of commercial embassador. In New York and Brooklyn, he continued, there are 35,000 traveling men; in Philadelphia and Pennsylvania, 30,000; Boston, 26,000; Chicago, 25,000; St. Louis, 20,000; Balti-more, 30,000, and in Pittsburg, 30,000. More than a quarter of a million men in America earn their living by selling

goods on the road.

The traveling men to-day are handlcapped by having a tax levied upon them. Several southern states charge \$100 a year for a man to sell goods on the road. A bill introduced into congress did away with this in some states. A pamphlet is soon to be issued to merchants asking them to examine the various taxes levied on traveling men and consult with their congressmen regarding them.

In France the commercial traveler invariably, from personal observation, calls on his customer in patent leathers, kids, carrying a cane, and having a uniformed porter to carry and unpack his grip or trunks. When they call on a customer, whether in Paris or elsewhere, they form in line and take their turn, for many of them are almost con-tinually calling at the same time. In France the traveling man is treated is more crude in his attire and habits. and yet, although he hasn't so much polish, he gets there just the same. He spends his leisure time in coffee rooms,

smoking his pipe and playing chess.

There are a few ladies on the road. but the speaker thought that if he were a woman he should never follow the life. He had met one lady wno told him she had sold \$67,000 worth of ladies' and children's knit goods in 1887. She is now with Wanamaker and desires to join the Traveling Men's association, but the prospects of her being able to do so now seems a little dubious, not-withstanding there is nothing in the constitution preventing ladies from

joining.

Speaking of the Traveling Men's Protective association and its present condition, Mr. Mayer said that it was to him a mystery why the organiza-tion is not better sustained. In 1872 it had a membership of 26,000, while now it has but 8,000. He forcibly illustrated how the traveling men were losing by their indifference to the organization by saying that while vice president he called on the general passenger agent of one of the most prominent roads to secure a special rate on excess baggage.

"How many traveling men are there in the United States?" asked the offi-

cial. "Two hundred thousand," was the "How many have you in your associa-

"About twenty thousand." "Well," exclaimed the railroad man, with significant emphasis, "it seems that your association request represents an exceedingly small minority. No. sir, I can give you no encouragement what-ever. When you have 50,000 members come and see me."

The progress of commerce in the United States during the last decade has been more marked than at any other period of American history, and the important mission now being fultilled by the representatives of South and Central America in hearty co-operation with this government makes one ponder for a moment on what the destiny of this continent will be in the next ten years.

The great inward motor of so many monumental business houses throughout the land is the commercial trave er. It is to him the many firms distributed from the Atlantic to the Pacific and from Winnipeg to the Rio Grande look for the introduction and sale of their multitudinous fabrics, farming implements, necessities and luxuries of life, the imported as well as those produced at home. He is the hub, figuratively speaking, around which wheel of commerce revolves. Take him away and the frame work of trade virtually collapses. He is the acknowledged mainspring of thousands of firms throughout this productive land, yet look about and you find him, of all men occupying business positions, comparatively the least compensated for his ser-

It is claimed from statistics obtain able that there are close on to 300,000 commercial travelers in the United States whose livelihood de-pends on selling merchandise by sample, catalogue, photographic

design, or printed quotations, and each season adds more to the vast army of breadwinners, plodding along over the nighway of commerce in search of orders. By comparison, the commercial traveler is a trifle more liberal, somewhat more extravagant in his tastes generally, and ordinarily more generous than his co-worker following another calling in life. In consequence of these virtues you find him eventually called to a higher sphere when the flame of life flickers, and when called he rarely leaves his dear ones any considerable legacy and only fairly provided for. This, unfortunately, 1s so, in most cases, perhaps 75 per cent of the aggregate.

The subject therefore soon to be pre sented to the commercial traveler, and which should in a great measure be well considered by the merchants of the United States, is the important one of establishing a national institution which shall have for its object the training and maintenance of the children of deceased traveling men. Not an orphanage, but a magnificent home, where the sons and daughters of such widows of traveling men may send them to be fitted for the various occupations, as training for dressmaking, bonnet making, culinary instruction and kindred domestic employments, together with branches of art for those whose fancy so leads them, and the sons might be instructed in civil engineering, lithographing, and, in fact, many professions and mechanical rositions which may make them self-reliant and independent when either sex reaches the age of discretion.

t This would relieve the responsibility of the mother, if she so chooses to apply for their sojourn there, and still bring her children in direct companionship with a good element of society. In this connection the writer would say that there is at present such an organization established for over fifteen years and successfully managed in England. The merchants employing traveling men there, by subscription among them-selves, raised several hundred thousand dollars to build the edifice, and it is kept in running order through yearly membership by the commercial travelers and merchants whom they represent. A central point could be decided on between the Mississippi and Missouri rivers. A piece of land could be secured at a rental of \$1 per year for ninety-nine years, and there is no doubt but the realization of such a project will be heralded with delight by the "Knights

of the Grip" throughout the entire Country, Without a doubt it is well worthy of

careful consideration, and although nounce his case the most wonderful in never brought to the attention of the commercial travelers to consider, they will, upon mature reflection, thoroughly understand its importance and feasibility. Who will agitate the issue?

The Ice Is Broken.

Henry Hahn, the Omaha representative of a large New York tobacco manufactory, has just returned from a successful trip into the northwest as far as Portland. Seattle and other larger towns out that way. He reports business active, merchants in good humor, and everybody prosperous. For a long time eastern firms have been offering all sorts of inducements for trade in that part of the country, but until recently they found it very difficult to accomplish much against the competition of San

Francisco.

"However," says Mr. Hahn, "we have finally broken the ice, and I am satisfied that hereafter things will be much different. When I struck Portland this time and told the merchants there that I came to do business, they were glad to see me, and no man was ever treated more royally. The trouble has always been due to the audacious manner in which San Francisco jobbers have compelied the Pacific coast retailers to buy of them, but rates from the east are better now, and they have become more independent, and therefore can afford to buy from eastern men."

Grip Sack Notes. Colonel D. Davis, the eloquent ora-torical tourist for L. B. Lehman & Co., Chicago, sojourned over Sunday in Omaha. The colonel has a great many friends here, who are always pleased to see him.

It is understood that an effort will be made this winter to revive the Nebraska Division of the Travelers' Protective association.

The traveling men are very anxious to have the railroads arrange a time table that will give better satisfaction between Omaha and Sioux City. Owing to poor connections at Blair and Missouri Valley, delays of an hour or more each way not only cause much annoy-ance, but a loss of time that could be utilized to good advantage among mer-chants in both the towns.

The Sunday Guasts.

At the Millard-Francis Smart, Denver; C. W. Hatch, Boston; J. Goldsmith, St. Louis; W. B. Sharp, Chicago; G. F. Shepley, Boston; M. N. Davis, Cincinnati; T. R. Pyle, Milwaukee; William Rood, Binghampton, N. Y.; J. S. Weiler, New York; O. M. Hunter, Chicago; H. K. Baker, Boston; Juan Pascual, New York; Fred Ford, New York; W. A. Brown, Denver; M. H. Faber, Baltimore; Albert Kahn, New York; F. C. Talbot, Chicago; Sidney Tichner, New York; Henry Hahn, Lou isville; L. C. Trent, Salt Lake; Charles H. Hunt, Chicago; S. B. Allison, Chi-cago; J. E. Davis, Chicago; J. W. Prucago; J. E. Davis, Chicago; J. W. Prusing, Chicago; P. B. Syders, Indianapolis; A. J. Baum, New York; L. H. Kenagy, New York; E. L. Maxwell, Oskosh; S. G. Alexander, New York; A. W. Butts, Chicago; Jeffrys Wyman, Boston; George H. White, Boston; John Clark, Philadelphia; E. Morse, Elgin, Ill. George P. Wilson, Newport, Ky. Ill.; George P. Wilson, Newport, Ky.: H. Urlan, Cincinnati; W. S. Prichard. New York; J. F. Wheetwright, Chi cago; W. N. Hunter, St. Louis; J. B. Chingerman, Springfield, O.; G. H. Brown, Boston; J. A. S. Reed, Chicago; J. C. Achterman, New York; Lewis Meyer, New York; H. Underhill, Denver; E. M. Shafer, New York; John O'Keefe, Kansas City; Joseph Erwin, Kansas City; Charles H. Smith, New York; G. R. Skinner, Chi-S. H. Swartz, Philadelphia; Frank Armitage, Cincinnati; D. Mory New York; W. J. Carson, Chicago; G. H. Simons, New York; Charles W. Wright, Chicago; C. A. Keefer, Chicago; M. Lehman, New York; T. L. Joy, Chicago; S. B. Hathaway, New York; Max Strauss, Chicago; F. H. Lenley, New York.

At the Barker-E. C. Campbell. St. Louis; J. H. Alexander, Racine, Wis.; L. O. Wood, Chicago; E. H. Watkins, Pittsburg; J. O. Smith, Lincoln; A. P. Williams, Minn; John S. Tayler, Des Moines; A. W. Crans, Davenport; William H. Gambol, Chicago; D. M. Ure, Alleghany City, Pa.; D. H. Reynolds, Chicago; F. B. Anderson, Cleveland; H. A. Faricoult, Minn.; Louis Kropp, Sioux City; Hugh Fulton, Grand Island; J. M. Sellborn, Boone, Pa.; B. L. Kelley, Cleveland, O.; W. S. McKenzie, Boston; E. Ludlow, Monroe, Wis.; J.

N. Mish, Baltimore. At the Windsor-Arch Hoxie, Atchison; H. Vandercoo;, Leavenworth; Thomas D. Condon, Minnespolis; M. B. Brost, Lincoln; Theodore Ponsar, Talmadge; J. B. May, Charlotte, Mich.; D. Macge; J. B. May, Charlotte, Mich.; D.
N. Hommell, Cleveland; S. A. Lyons,
Avoca, Ia.; F. B. Barr, Detroit; C. S.
Eastman, Cincinnati, O.; J. McLaughlin, Cedar Rapids, Ia.; W. H.
Love, Davenport; Charles Bonnet,
Quincy, Ill.; Frank P. Lawrence, Lincoln; J. F. McGraw, York; A. M.
Michelson, Grand Island; N. Lehman,
Chicago, W. S. McGee, Des Moines: F. Chicago; W. S. McGee, Des Moines; F. H. Harvey, Douglas, Wyo.; C. W. Meade, Louisville, Ky.; A. Boesworth, Chicago; J. L. Spencer, Minneapolis.

THE LIVING MICROSCOPE.

An English Youth Who Has Most

Wonderful Powers of Vision. John Thomas :Ieslop, of Birmingham, England, is a lad whose powers of vision are to be accounted among the marvelous. He is known as "the living microscope" on account of being able to see the most minute objects clearly defined. In 1878 or 1879 he was attacked with some baffling eye trouble and came very near tosing his sight forever. After the disease had reached its worst there was an instant and startling change for the better, which resulted in a complete cure of all inflammation in an incredibly short time. It was not a cure, however, that brought back the old eyesight like that possessed by the average genus homo. When it returned it was with extraordinary increased powers of vision. To John Thomas the most minute plant louse was as large as a rabbit and the mosquito bill as large as an ax handle.

He could see and describe distant minute objects with startling clearness and precision. He was amazingly shocked upon repairing to the well to get a cooling draught to see the immense number of hideous creatures that were floating, fighting and wiggling

about in the water.

From that day to this water has never passed the lips of John Thomas Heslop; his drinks consist wholly of coffee, tea and milk, thoroughly boiled. The doctors are that the entire organization of tors say that the entire organization of the eye has undergone a structural change, that the corner has become abnormally enlarged, and that the crystalline lens have divided into three different discs or circles, each circle surrounded by another of light blue. In the center of each of the these three circles appears an iris, greatly diminished in size, but an iris nevertheless. Medical reports have been made on the case by journals such as the Lancet Medical Times and many others. young man has been visited by all the greater and lesser lights of the British medical colleges, each of whom pro-

The World's Cheapest Restaurant.

Not far from the Rue St. Dennis is a restaurant that has few counterparts says a Paris letter. It is the cheapest place in Paris, and that means in the world. I once had the honor to enterworld. I once had, the honor to entertain a Wyho king, since hanged in one of the chief Chatham street eating houses. The Wyho had what he called a "corkin' good feed," and the bill, I think, was 14 cents. But the Paris restaurant is much cheaper. It enjoys the title of "Au Hasard de la Fourchette." In itema huge cauldron hangs over a fire. It is filled with all sorts and conditions of eatables. The customer pays three cents to the burly gentleman who is in charge. He seccives in return a huge charge. He seccives in return a huge long handled fork. This he plunges into the pot once—no more. I did not try my luck, but I found it interesting to watch those who did. It was a pecu-liar game of chance, and those who played it showed more interest in it than you can see on the faces of the gamblers at Monaco. Sometimes a lucky one would bring up a chicken wing or a substantial chunk of meat, and thereon his face would light. But more often the fork would come up laden with only a potato or some insignificant article. However, that made no difference. The player had to be satisfied with his winnings or he would travel to the street with more velocity than comfort. Altogether the "Fork Hazard" is a queer place and is worth seeing.

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Medicines sent by mail or express, securely packed, free from observation. Guarantees to cure quickly, safely and permanently.

NERVOUS DEBLIATY Spermatorrhea, seminions, Physical becay, arising from Indisercation, Excess or Indulgence, producing Sleepless ness, Despondency, Pimpies on the face, averation to Society, easily discouraged, lace of confidence, dull, unit for study or business, and finds files a burden. Safely, permanently and privately cured. Consult Drs. Betts & Betts, 1435 Farnam St., Omaha, Neb.

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Kilney, Uningly and Bladder Complaints,
Quent Burning or Bloody Urine, Urine high colored or with milky sediment on standing, Weak
Back, Gonorrhosa, Gleet, Cystiis. etc.,
Promptly and Safely Cured, Charges Reasonable.

STRICTURE! Guaranteed perwithout a moments pain or annoyance.

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A SURE CURE Vice. which brings organic weakness, destroying both mind and body, with all its dreaded fils, permanently cured.

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MARRIED MEN. or those entering on that hap py life, aware of physical debility, quickly as sisted.

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GRAND VALUES.

The present week we will offer some exceptional bargains. 400 Business Suits of strictly all wool cassimere, lined with good serge and well made, at \$5.90. We are not out of the way when we say that this suit is worth fully double. It is of an excellent quality, looks very neat, and is good enough to wear for any business man. Take a look at it and you will be surprised that we sell such a suit for \$5.90.

300 fine Wide Wale All Worsted Sack Suits of an elegant pattern, bound flat with fine braid, lined with good serge and well made, at the exceedingly low price of \$9.00 for the entire suit. A suit like this is not sold outside of our house for less than \$16,00.

250 extra fine Broad Wale Worsted Cutaway Frock Coats and Vests, flat binding, very fine silk serge lining and superior make. These we offer at \$11.75 for the coat and vest. They are beautiful and very dressy goods, and can be worn with pants of any color. We can say that this is the greatest bargain we have ever offered, as the coats and vests are in every respect equal to custom work, and could not be duplicated at any other place for less than \$20.

Shoe Bargains.

Our shoe buyer struck a big thing last week. He ran across a lot of goods which were made for one of the finest retail stores in the country, and for some reason or other were not delivered. He made an offer for the goods and bought them below manufacturer's cost, and thus we are enabled to offer for this week: Very fine Calf Shoes, Goodyear welts, at \$2.75. Usually sold at \$4.50.

Finest Calf Shoe, strictly hand welt, at \$3.75. Usually sold at \$5.50 to \$6.00.

WE ONLY WISH TO STATE THAT THESE ARE FIRST-CLASS GOODS, AND EVERY PAIR IS SOLD WITH OUR WELL-KNOWN GUARANTEE.

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THE RAILWAY TIME TABLES

BURLINGTON ROUTE. Depot 10th & Mason sts.	Leave Omaha.	Arrive Omaha.	
Chicago Vestibule Ex. Chicago Mail. Chicago Local. Denver Vestibule Ex. Lincoln & Concordia Lo'i Colorado Mail. Chicago Fast Mail. Kansas City Express. Kansas City Express.	8:15 p m 9:45 a m 6:40 p m 10:05 a m 8:90 a m 7:15 p m 9:00 p m 9:36 a m 9:00 p m	9:50 a m 6:45 p m 7:45 a m 6:15 p m 9:36 a m 6:45 a m	
C. R. I. & P. Depot 16th & Marcy sts.	Leave Omahs.	Omaha.	
Des Moines Accommed'n Atlanue Express Night Express Vestibuled Express	5:45 a m *9:15 a m 4:15 p m *9:15 p m	6:05 p m 7:00 p m 9:10 a m 7:46 a m	
UNION PACIFIC Depot luta and Marcy sts	Omaha.	Arrive Omaha	
Overland Flyer	7:50 p m 8:25 a m 10:30 a m 4:45 a m 5:45 p m 8:55 p m	8:40 p m 7:20 a m 2:40 p m 12:15 a m 12:25 p m 7:30 a m	

Papilition Passenger Daily Daily Except Sunday.	5:55 p m	7:30 . 1	
MISSOURI PACIFIC Depot 18th & Webstersts.	Omaha,	Omaha. 6:40 a n 5:35 p n	
Day Express	10:30 a m 8:50 p m		
C. M. & ST. PAUL. Depot 10th & Marcy sts.	Comaha.	Omaha.	
No. 2. No. 4. No. 1. No. 3.	9:00 p m	7:15 a m 5:00 p m	
C. & N. W. R. R. Depot 10th & Marcy sts.	Omaha.	Omana.	
Chicago Express, Daily Fast Limited, Daily "The Fiyer," Daily	9:18 a m 2:40 p m 8:40 p m	7:05 p n 10:20 a n 8:05 a n	
WABASH WESTERN. Depot 10th & Marcy sts.	Leave Omaha.	Arrive Omaha,	
No. 8 St. L. Exp. Daily 4;15 p m		12:20 p n	
F. E. & M. V. R. R. Depot 15th& Webster sts.	Omaha.	Arrive Omaha	
Black Hills Express	8:40 a m 8:40 a m 5:10 p m 5:10 p m 5:10 p m 5:10 p m	9:50 p n 10:16 a n 10:15 a n 10:15 a n	
C. ST. P. M. & O. Depot lith & Webster sts.	P. M. & O. & Webster sts. Omahs.		
*Sioux City Express Sioux City Acmmodat'n St. Paul Limited *Florence Passenger *Florence Passenger *Florence Passenger *Florence Passenger *Daily Except Sunday *Sunday Unly	6:45 p m 6:35 a m 5:20 p m 9:30 a m	9:35 a n 9:35 a n 8:30 a n 6:30 p n 10:25 a n	

COUNCIL BLUFFS. CHICAGO, ROCK ISLAND & PACIFIC. B No. 3 ... 6:00 pm A No. 13 ... 7:10 a m C No. 6 ... 6:50 pm D No. 1 ... 9:15 pm A No. 4 ... 10:00 a m C No. 5 ... 5:15 p m A No. 14 ... 9:15 pm A No. 3 ... 6:30 a m CHICAGO & NORTHWESTERN. CHICAGO, MINAUNA NO. 1. 7:00 a m

A No. 2. ... 9:40 a m A No. 1. 7:00 a m

BANSAS, CITY, ST. JOSEPH & COUNCIL

A No. 2. ... 10:07 a m A No. 3. 6:25 a m

A No. 4. ... 9:46 p m A No. 1. 6:10 p m

SIOUX CITY & PACIFIC.

SUBURBAN TRAINS. Westward. Running between Council Bluffs and Albright, in addition to the stations mentioned, trains stop at Twentieth and Twenty-fourth steets, and at the Summit in Omaha.

Broad-Trans-Omaha | South Al-way, fer. depot. Sheely Omaha bright.
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Eastward.							
Al- bright.	South Omaha	ghee-	Omaha Depot.	Trans- fer.	Broad way.		
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