

THE DAILY BEE

COUNCIL BLUFFS. OFFICE: NO. 12 PEARL STREET. Delivered by carrier to any part of the city...

MINOR MENTION.

N. Y. Plumbing Co. Boston Store for sun umbrellas. Judson, pasturing, 959 Sixth avenue.

The report that two men were drowned at Manawa Monday night was found yesterday to be a hoax. No foundation for the rumor could be found.

The funeral of George Miller Johnson will take place this morning at 10:30 o'clock at the residence of his parents, Mr. and Mrs. E. P. Johnson, 617 Fourth street.

A large number of the Commercial Filings attended a picnic at Council Bluffs yesterday, given under the auspices of the local branch of the order.

A number of Council Bluffs wheelmen went to Malvern yesterday to attend a bicycle tournament that was held in honor of the national anniversary.

Fred Osborne and Dick Webster entered a Sixteenth street saloon last evening and took \$4 out of the moneydrawer in the absence of the proprietor.

The deadly cannon firecracker did some damage at Russell's restaurant on Pearl street. When Mr. Russell opened up yesterday morning he found a hole in the large plate glass window about the size of a silver dollar.

Manawa. Picnic trains, until further notice, will leave for that great fishing resort, Ray's Landing and Manawa park.

Boston Store will be closed all day today—Fourth of July. Fotheringham, Whitehall & Co.

Domestic soap outlasts cheap soap. PERSONAL PARAGRAPH.

E. C. Baldy is home from a visit to Pennsylvania. Mrs. W. E. Heller has gone to Lincoln, Neb. for a visit.

Mrs. M. O. Osborne has returned from a visit to Chicago. Mr. and Mrs. L. A. Devine left last evening for a visit to Chicago.

Mr. and Mrs. Bullard and Miss Polly Erb have gone to the World's fair. Mrs. E. E. Test and son left Monday evening for a visit to the World's fair.

Mrs. W. D. Dorland is among the visitors to the World's fair. Mr. and Mrs. D. R. Hughes were expected to go to Vinona to take part in the bicycle races at the state tournament.

There is nothing in this country like the fruit kept in Wheeler, Heald & Co.'s cold storage. No matter what the weather is it reaches the customer in perfect condition.

Council Bluffs. The most elegant in Iowa. Dining room on seventh floor. Rate, \$3.00 and \$5.00 a day. E. F. Clark, Prop.

Greenhills, Nicholson & Co. have moved their real estate office to 610 Broadway, opposite postoffice. Tel. 151.

Odd Fellows' Installation. Council Bluffs Lodge No. 49, Independent Order of Odd Fellows, met Monday night for the annual installation of officers.

Another improvement to the popular Schubert piano. Swanson Music Co. Stop at the Ordeon, Council Bluffs, 1 to best \$2.00 house in Iowa.

The Day at Manawa. The popularity of Manawa was tested to a greater degree than ever yesterday by the immense crowds that sought shelter from the heat of the cities and recreation for the day.

Manhattan Beach restaurant now open. Fish suppers a specialty. Breakfast served for fishing parties. Fred Rapp, proprietor.

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NEWS FROM COUNCIL BLUFFS

Entertainment of the Young Men's Christian Association Yesterday.

PRIZE WINNERS IN THE VARIOUS EVENTS

Young Athletes Make Good Records in the Many Contests of the Day—Much Interest Taken in the Sports of the Day.

The Young Men's Christian association provided an entertainment yesterday afternoon for the people on holiday enjoyment.

The first contest was a bicycle race on a field day, and although the patronage was hardly up to the expectation of the committee that had the matter in hand, there was a very good attendance and a handsome sum was realized, which will go toward paying up the back salary of General Secretary Rose.

There were several entries in each contest, and the interest was kept at a high pitch throughout. In only one was there a lack of entries, Miss Ethel Watson being the only one to enter the ladies' half-mile safety race.

The first decision of the judges was to receive with signs of disapprobation from the audience was the pole vault, and the dissatisfaction in that case was probably due to a misapprehension of the facts rather than any injustice on the part of the judges.

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At your right hand, and in such a position that when used the impression may be square and right side up. Then hold the wax above the flame of the gas or candle, but not near enough to burn. When the wax has been gradually softened apply it with a circular movement, upon the place to be sealed; rub it well around and down until you have a circle of proper size and thickness. The wax, still soft, has covered sufficiently to take a firm impression. Hold the envelope a little distance from the flame until the wax has again become soft, then moisten the seal and apply it. The result will be a clear impression. There will be no adhesion of wax to seal, no breakage, and no irregular wax strings hanging about the paper. The letter cannot be opened without destruction of the seal itself, which, in old conventional style, will serve as a remembrance of the sender and of the security of the contents of the letter.

THE CHAMPION MOTOR.

And Also the Champion Story of the Winter Girl.

Last winter, during a visit paid a Florida plantation, a novel and effective method of catching alligators came under my notice, says a writer in the New York Tribune.

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run. These two ovens were built from a description given them by an Englishman of the ovens in Durham, Eng. The makers had had work to dispose of their product at 8 cents per bushel and had been from the market for some time. However, James Cochran and others saw an opportunity in the business and leased the plant, and in 1842 they sold in Cincinnati 13,000 bushels at 7 cents. James Cochran continued in the business and is today part owner in three plants in 750 ovens. From this small beginning has grown a business that in 1891 amounted to an output of nearly 5,000,000 tons, of nearly one-half the product of the United States, giving direct employment to about 18,000 men.

THE WIDOWS MEET.

Mrs. U. S. Grant and Mrs. Jefferson Davis Greet Each Other Cordially.

Twenty-nine years after the close of the civil war the widows of two of the principal figures in the great struggle met for the first time in their lives, in New York City.

Another tall girl and a short and very fat girl boarded the car and took seats opposite the other girls. The fresh arrivals were pretty, but their style was hard faced and assertive.

"That's a nice well she's got," said the short fat girl, referring to the tall girl on the other side. The other girl smiled.

A few stations further the first two girls rose to leave the car. The taller reached the door and put her hand against it to brace herself for the stopping jerk. It came. Her companion was thrown against her, tumbled on her dress, and said: "Goodness."

"Why don't she pick up her trail?" asked the short, fat girl of her friend. The friend merely smiled.

"As the train moved away the short, fat girl said: "Why, she's going down the steps and she hasn't picked it up yet. I wonder why?"

"Because," replied the tall girl, wisely and with some acidity, "she wears a No. 7 shoe. I see it."

Gladstone's Personality. Personally Mr. Gladstone is an example of the most winning, the most delicate and the most minute courtesy.

When Mrs. Grant reached the parlor she found Mrs. Davis sitting in her room. "O, I am so sorry," said Mrs. Grant. "I had hoped to meet her here."

"I am Mrs. Grant," announced the widow of the famous union general, "and I have called because I wanted to tell you that I wanted to meet you in the park and I am very sorry I failed to greet you there."

"I am very glad to meet you," responded Mrs. Davis. "I wish to say to you very kind of you to call upon me. I fully appreciate your kindness and thank you for the greatest compliment you have ever given me."

"I hope your stay at Cranston's will be very pleasant," responded Mrs. Grant, "and I hope we shall see each other frequently."

Thereupon Mrs. Grant withdrew to her own apartments.

PEANUTS BY THE MILLION.

An Unusually Large Crop of a Valuable Plant.

The "goober" industry of Norfolk is unique. Here is a little city in Virginia that has become the greatest distributor center of peanuts in the world.

"I have you ever heard of tying a carrot to the end of a whip and dangling it in front of a balky horse to make him go? My idea was to do this with the nut, and so I put my foot in the water, and seeing the black hosiery, the 'gator' fancied you were his favorite article of diet—a nice, plump little dorky. He followed where you led; the nails prevented his reaching you, but he kept on trying to get you, and he certainly didn't interfere with his powers of locomotion, as we've seen."

But how did you know he'd carry the nut, and why did he go? I asked? And, above all, why were black stockings necessary?

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THE GROWING COKE INDUSTRY. It Has Given an Enormous Impulse to the Production of Pig Iron.

The output of pig iron from the blast furnaces in the United States has increased to a surprising extent since 1880. The Engineering Magazine publishes an article on the coke industry by Mr. William Glyde Wilkins, a Pittsburg engineer, who says that while the influence of the Pennsylvania coke industry on blast stoves and blowing engines is to be considered, it is undoubtedly true that a very large share of the increase is due to the substitution of coke for coal as fuel.

In 1875 Mr. John Fulton, in a report to the Pennsylvania coke industry, conducted a survey, wrote: "It is also manifest that coke is destined to become the leading fuel for blast furnaces, and to retain this position from its almost inexhaustible source, as well as its terrific intensity, and the continued expansion of the results in present blast-furnace practice have more than justified his prophecy."

Previous to the year last named the amount of anthracite coal used to produce one ton of pig iron was 1.85 tons. Now, in the Pittsburg district, where there are twenty-three blast furnaces, the yield of pig-iron is one ton to one ton of coke, while furnace away and the blast-furnace coke is at the Edgar Thomson steel works and has been used for some time to produce one ton of iron. Stimulated by the demands of the furnace men, the manufacture of coke in the United States has increased to a very large extent.

In 1891 the coke industry was in progress in no less than twenty states, requiring 40,245 ovens. The output of coke for that year, according to the United States census, was 10,322,088 tons.

The manufacture of coke on a large scale in the United States was first started in the Connetquot region, Pennsylvania, and this state still holds the lead in the number of ovens and extent of output. It is conceded by blast-furnace operators that the Connetquot product gives better results than any other coke made in the United States, and it is shipped to all parts of the country to which freight rates are not so high as to prohibit its use.

The Connetquot practice has become the standard for most of the coke regions, and a hardy day passes that persons interested in the manufacture of coke in other parts of the union do not visit this region for purposes of investigation.

The Connetquot coke region takes its name from the town of Connetquot, near which the manufacture of coke was begun. A history of the region would be practically a history of the H. C. Frick Coke company, who own and control 9,096 of the 17,335 ovens in the basin, or considerably more than half the entire number. The first coke made in this region was made in 1841 by McCormick, Campbell & Taylor, in two ovens, built near the mouth of Hickman

Parlor Car Nabobs. Traveling in Luxurious Cars Tends to Self-Importance.

"It is rather tiresome," said a Wagner parlor car conductor to a New York Herald man, "the airs people put on in the Wagner cars. The moment they get seated they begin to behave like kings and queens and to order people around as if they had been used to having servants at their beck and call all their lives. If you want to see a rapid change from a plain American citizen to a haughty aristocrat, just watch the passengers troop out of the waiting rooms to the trains. You may tell a mile off which of them have seats in the parlor car, and you may tell a mile off which of them get around in the Wagner cars and donned little skull caps. Then they promenade up and down the platform talking in a loud tone of voice to each other in a way never adopted by the plain passengers and glaring fiercely

at everyone who hasn't a place in the parlor car. When the car starts they swing themselves aboard with an air that makes folks who don't know them think they own the road. When a parlor car passenger sees a friend in an ordinary coach, he protests not to go, if the ordinary coach man foist his presence on him he gets himself superciliously treated. The relations of these two men are never the same again. The sense of equality has been lost, and the parlor car man regards the other forever afterward as a lower class citizen. It's the most pronounced case of the caste feeling. Parlor cars divide the people into nobility and plebeians just as much as titles of nobility—in the minus of the occupants of the parlor cars."

SHE KNEW WHY.

Feminine Criticism as Noted Upon the Elevated.

A tall girl and a short girl were seated in the rear of an elevated car in New York, says the Times. Both were pretty. Both were tastefully dressed.

"That's a nice well she's got," said the short fat girl, referring to the tall girl on the other side. The other girl smiled.

A few stations further the first two girls rose to leave the car. The taller reached the door and put her hand against it to brace herself for the stopping jerk. It came. Her companion was thrown against her, tumbled on her dress, and said: "Goodness."

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