

HOODLUMS PROVOKE A RIOT

Disturb the Lincoln Base Ball Team at a Banquet.

THEY FAILED TO RECEIVE INVITATIONS

One Knock Out and a Number of Bruised Heads the Extent of the Damages—News from the State Capital.

LINCOLN, Neb., Oct. 3.—(Special).—The base ball boys were being entertained by a well known caterer last evening, when an incident riot was precipitated by a gang of hoodlums who desired to be present and partake of the refreshments. One knockout and a few other slight bruises was the only damage done.

John Currie, a well known political flopper, has issued an open letter in which he challenges Congressman Bryan to debate with him on the question: "Resolved, That the populist party is responsible in a great measure for the untold suffering among the working people, also for the great depression which exists today in the country."

The social event of the month was the wedding of Mr. Beaman G. Dawes and Miss Bertie Burr, which occurred at the First Presbyterian church this evening.

The residence of L. F. Gibbons was entered last night and over 100 worth of jewelry was stolen.

The estate of Henry Peters, who was killed in the Rock Island wreck last August, sums the Rock Island company for \$5,000 damages for his death.

Ashtland's New Industry. ASHLAND, Neb., Oct. 3.—(Special).—Much has been said here lately of the hills of ochre that are to be found adjoining this city.

There is talk of organizing a stock company and establish paint works here.

REAGRADE, Neb., Oct. 3.—(Special).—At a special election held here yesterday for the purpose of voting \$5,000 bonds to give employment to the people who would help this winter, the bonds were overwhelmingly defeated.

Good rains have fallen within the past few days and farmers are very much encouraged. Fall planting has been commenced in earnest and there will be a large acreage of fall wheat and rye planted.

Fast Running on the Union Pacific. NORTH PLATTE, Oct. 3.—(Special).—The Union Pacific is making some phenomenal runs in its fast stock train service between Cheyenne and North Platte this season.

Episcopal Convocation of Members. FREMONT, Oct. 3.—(Special).—The Episcopal convocation of the diocese of Nebraska is in session at St. James' church here.

Ranchman Roughly Handled. HANNIS, Neb., Oct. 3.—(Special Telegram).—T. H. Miner, a ranchman living some twenty miles north of here, and Tom and Bill Stansbie, living in the same neighborhood, engaged in a free-for-all fight here yesterday.

Police Hobbies in Otoe. NEBRASKA CITY, Oct. 3.—(Special).—Gus Hawke, a farmer living about eight miles west of the city, was held up while returning home last night, and robbed of his team and wagon.

Richardson County Mortgages. FALLS CITY, Oct. 3.—(Special).—The following is the mortgage indebtedness of Richardson county for the month ending September 29: Farm mortgages filed, 18, amounting to \$22,870; satisfied, 18, \$20,244.10; town and city mortgages filed, 5, \$1,575; satisfied, 7, \$2,200; chattel mortgages filed, 31, \$5,474.60; satisfied, 9, \$1,842.45.

Es-Sheriff Convey Sentenced. HOLDREGE, Neb., Oct. 3.—(Special).—The motion for a new trial in the case of the state against ex-Sheriff Convey was overruled today and Convey was sentenced by the court to two years in the penitentiary at hard labor, no part of same being solitary confinement. The case will be taken on error to the supreme court.

Peculiar Collision at Rogers. ROGERS, Neb., Oct. 3.—(Special Telegram).—This evening about 6 o'clock, while a freight train eastbound was passing another train on the side track, it broke in two, and the rear end ran into and derailed the cars of the front end, which was brought to a abrupt stop to avoid a collision with a train ahead.

Selected a Township Ticket. FALLS CITY, Oct. 3.—(Special).—The republicans met in Dorrittson's hall last evening and nominated a township ticket. William Cade was nominated for supervisor, Ned Towle for justice of the peace and W. S. Leyda for assessor. After the caucus the republican league met and over 100 republicans joined.

Car Robbed at Blair. BLAIR, Oct. 3.—(Special).—A box car was broken into here last night by supposed tramps and three pairs of new shoes were taken and the old ones placed in the boxes in their place. The police have two suspects backed up with new shoes on waiting for a full description of the shoes from the shipper.

Thieves at Arbor Lodge. NEBRASKA CITY, Oct. 3.—(Special Telegram).—Two men attempted to force an entrance into Arbor Lodge, the country home of the secretary of agriculture, about midnight last night. They were met with a fusillade of bullets from the secretary's son, Carl, and disappeared.

Footed the bill Folks. ROGERS, Neb., Oct. 3.—(Special).—Albert Hansen and Eugene Olson, both from near Rogers, quietly left their homes and proceeded to Fremont, where they were married Monday. They returned to the parental roof Tuesday and were forgiven.

Grafton Elevator Burned. GRAFTON, Neb., Oct. 3.—(Special).—A large elevator leased by Ferguson of Hastings burned at 1 o'clock p. m. Loss and insurance not known.

Kata at Rogers. ROGERS, Neb., Oct. 3.—(Special).—A heavy rain fell here Monday night, which makes the long delayed fall plowing possible.

A bottle of Cook's Extra Dry Imperial Champagne with your dinner makes it complete. It paves everyone.

Still Another of Omaha's Pioneers Passes Away—Sketch of His Life.

FREDERICK DREXEL DEAD. Frederick Drexel died yesterday afternoon at 4 o'clock, at his residence at Tenth and Williams streets. The direct cause of his death was a blood complaint, but the real reason was that he was worn out by the busy working life that he had led. He had lived four days longer he would have been 69 years old. He leaves a wife and eight children.

Mr. Drexel was born in Wertenberg, Germany, in 1825. He learned his trade, stone cutting. In 1847 he came to America and settled at Reading, Pa. He worked at that place for five or six years, then removed to Maryland, and later to Virginia. At that time the Baltimore & Ohio railroad was building. Mr. Drexel became a contractor and took part in the construction of the road. He formed a partnership with the father of Judge McGee of Council Bluffs, who has been dead for some years. In 1856 he removed to the west and settled in Omaha.

He decided to engage in farming and bought the ground upon which South Omaha now stands. The first domicile was built at Twenty-fifth and N streets, and was a log house, there being no lumber in the country at that time. Later he built a residence on the site where the Exchange building now stands. In connection with his farming he also took care of the stone cutting and building that the new country required. In 1854, when the packing houses were started, Mr. Drexel sold his land and removed to Omaha. He bought property at Tenth and Williams, and erected a residence.

Mr. Drexel was member of the Drexel Stone company, which was started in 1859, the other member of which was his son, Henry. He was a member of the Builders and Traders exchange. He was a Lutheran and was a member of the Kountze Memorial church. Although never actively connected with politics, he served as a member of the eleventh session of the legislature in 1865. In 1878 he was elected county commissioner and served that office in 1879 and 1880.

He was the father of the court house and by his exertions it was finally constructed.

Mr. Drexel had six children, all but three of whom were born in this county and eight of whom are living. These are George Drexel, a farmer near Elk City, Neb.; John D. Drexel, sheriff of this county; Henry Drexel, a member of the Drexel Stone company; Herman Drexel, a bookkeeper in the city comptroller's office; A. H. Drexel, a grocer in this city; Frank Drexel, a boy of 19 years of age; Mrs. John H. Hartie, whose husband is a contractor here, and Mrs. H. C. Hartie, the wife of the vice president of the William Hayward Shoe company.

Mr. Drexel was one of the pioneers of the state, being one of the first to settle in the county, and who probably did as much as any other man to build it up. He was a plain, unpretentious man, who avoided notoriety of every kind. His predominant characteristic was his stern honesty, which gained him a multitude of friends. He was not known to have had an enemy. He was a devoted father and a kind man, and his fact has probably shortened his life considerably. His friends, attracted as they were by his uncompromising principles are sincere mourners at this time.

The arrangements for the funeral have not yet been decided upon. The funeral will probably take place Saturday and the interment will be in Prospect Hill cemetery in the family lot. It has not been decided whether the funeral will be held at the residence or Kountze Memorial church.

Death of Mary Herbert Burke. Michael T. Burke of this city, who received a telegram last evening announcing the death of his mother, Mary Herbert Burke, at Rileyville, Pa. She was an aunt of Secretary Herbert of the navy. Mr. Burke will not attempt to attend the funeral, as it was said that it would be held tomorrow morning.

Caulage Cultivation. Is the country industry of portions of arid America. Learn all about it by joining the excursion to the Pecos valley, starting October 9. Call on address and name, Caulage and Improvement Co., 417 Stock Exchange building, Chicago.

Police Briefs. Charles Taylor was arrested yesterday afternoon for stealing a mackintosh three or four days ago from George Meyersick at 1123 Howard. The coat was not found. Harry Michael was arrested for stealing a street last night with John D. Detectives Dunn and Donahue saw him and he is now resting in jail. He claimed that it was given to him by Taylor and the latter was therefore arrested also.

J. P. Gardner, who lives at 209 South Tenth street, was arrested last night by Officer Hotchkiss for abusing his wife. His wife swore out a complaint yesterday morning against him for the same offense. Gardner was released and he served he did the same thing again last night.

Says M. W. Selby, Muncie, Ill.: "Last summer I came to my drug store one night, half dead with cramps. I opened a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy and gave him a large dose. In twenty minutes his pain was all gone. This man had been subject to cramps, but had not been troubled since." Every family should keep this remedy at hand for use in such cases. It can always be depended upon. For sale by druggists.

Affected the Bank Clearings. Yesterday afternoon about 4 o'clock Guy Pezman, a messenger boy, was bringing a value from the Pacific National bank of South Omaha to the Merchants' National bank of Omaha, which contained checks and drafts for \$10,000. He was standing on the rear platform of the motor train with the valise in his hand. It was jolted off, but he did not miss it until he had gone block or more. He then went back to look for it and was told by a party that the latter had seen a man pick it up and start for South Omaha. At late hour last evening no further trace of the valise had been found. It is stated that the checks and drafts were not negotiable.

My boy was taken with a disease resembling bloody flux. The first thing I thought of was Chamberlain's Colic, Cholera and Diarrhoea Remedy. Two doses of it settled the matter and cured him sound and well. I heartily recommend this remedy to all persons suffering from this complaint. I will answer any inquiries regarding it when same is enclosed. I refer to any county of Nebraska as to my reliability. Wm. Roach, J. P., Primory, Campbell Co., Tenn. For sale by druggists.

Keeping Pace with the Times. The Western Union Telegraph company, alive to the interests of the public, has made a departure which cannot fail to be of vast service to the company. As an inducement to its messenger boys to ride bicycles, it has increased the salaries of messengers to such a figure that the boys can purchase wheels and live at the same time. Tuesday the increase was bulletined and yesterday fifteen boys showed up with wheels ready for service. It is thought that within a very short time all the boys in the local service will be using wheels, as they are doing in other cities.

Only One Change Made in the Board of Directors. LOUISVILLE, Oct. 3.—The forty-third annual meeting of the stockholders of the Louisville & Nashville railroad was held at the company's office in this city today. The only business on hand was the election of directors and hearing the president's annual address. But one change was made in the directory. Milton H. Smith resigned, and Albert Fink of this city was elected to succeed him.

Mr. Fink is a prominent railroad man, and several years ago was chairman of the Trunk Line association, but since retiring from this position has not been engaged in the railroad business. Mr. Smith's resignation from the directorship will not affect his position as president of the road.

The president's annual report shows an increase in mileage of 12,111 miles over last year. The summary of the general results of operation for the year ending June 30, 1894, show gross receipts from traffic to be \$18,974,423.25; expenses of operation, \$15,624,784.57; net receipts from traffic, \$3,349,638.68; income from investments, \$72,238.02; total net receipts, \$3,421,876.70. From this has been paid in interest and rentals, \$1,162,277.18; loss on other roads forcing claims against them, \$139,929.53, making a total of \$2,119,669.99. The net income for the year is \$1,302,206.71.

The following board of directors were elected: August Belmont, New York; Albert Fink, Louisville; H. E. Gary, New York; J. A. Hersey, New York; John L. Helm, Louisville; G. M. Lane, Boston; A. Marcus, New York; W. Martens, New York; J. D. Probst, New York; Thomas Ruttler, New York; Edmund Smith, Philadelphia; J. D. Taggart, Louisville; J. I. Waterbury, New York.

Our price on Clothing for Men and Boys

- Kersey Overcoats. Silk sleeve, lined in blue and black, a regular \$10 coat for... \$5. Kersey Overcoats. A stylish garment, elegantly made and trimmed, usual price \$12.50... \$6.50. Men's Woolen Pants... 90c. Men's Woolen Pants... \$1.00. Men's Woolen Pants... \$1.25. Men's Woolen Suits that are bargains at \$6 anywhere, fusing price... \$3.50. Men's Suits, in three shades, good value at \$7.50 will be fused out at... \$4.25. Five new shades of our standard all wool cheviot Suits fused at... \$6.25. Strictly clay worsted Suit, in either sacks or frocks, fusing price... \$8.00. Genuine English cheviot Suit, in regent cut, either style sack or 4-button cut-away—3 shades... \$9.00.

The M. H. Cook Clothing Co., Successors to Columbia Clothing Co., Corner 13th and Farnam Streets, Omaha.

Stand pre-eminently lower than for the same goods of equal excellence can be bought elsewhere, and our assortment stands pre-eminent above all others.

- Kersey Overcoats. Best imported kersey, a beautiful garment, combining all the good things in a \$18 coat... \$7. Boy's Knee Pants, fusing price... 10c. Child's 2-piece all wool Suit, our fusing price... 75c. Child's 2-piece Suit, a little better trimmed, fusing price... \$1.00. Child's extra heavy all wool cassimere suits, fusing price... \$1.50. Child's heavy Suit, all wool, with extra pants, fusing price... \$1.75. Child's double-breasted all wool cassimere Suits, fusing price... \$2.50. Child's Junior Suits, in cheviot and cassimere, neatly braided, for ages 3 to 7 years, fusing price... \$2.50. Child's Junior Suits in black velvet, a neat elegant suit, fusing price... \$3.50.

UNION PACIFIC KICKS BACK

Has a Plan Under Consideration to Checkmate Receiver McNeill.

GIVES OREGON COMPANY A BODY BLOW

Negotiations to Tie Up with the Northern Pacific from Butte West—Time to the Coast Shortened—Dorrittson Leaves Missouri—Dorrittson

Ever since the Oregon Railway and Navigation company has been in the hands of a receiver, other than the Union Pacific receivers, it has shown a combative spirit toward its old ally. Major McNeill, smarting under his imagined wrong treatment at the hands of the Union Pacific officials when Mr. Bob Baxter relieved him of the general superintendency of the Pacific division, has had it in for the Union Pacific ever since. He has been quick to work to even up matters, and when the segregation of the Overland system was imminent the Oregon Railway and Navigation company was almost first in the field to ask for a separate receiver and that receiver Major McNeill. Since his appointment he has harassed the receivers of the Union Pacific and has even gone so far as to make a close fight with the Great Northern, totally ignoring the Union Pacific. This action necessarily caused still greater friction between the companies and McNeill's position has become untenable. He has resented the climax by demanding that a proportion of divisions for business which the Union Pacific gave the Oregon Railway and Navigation company at Butte be returned to the receivers of the Union Pacific. The latter refused to be held up like any ordinary traveler by a highwayman and they commenced to cast about for relief from the bushwhacking methods of McNeill.

When the Burlington made its agreement with the Northern Pacific for interchange of business at Billings it suggested possibly to the Union Pacific a short cut to the Oregon company a route of its own medicine, and for several days General Receiver Clark, General Manager Dickinson, Freight Traffic Manager Munroe and General Passenger Agent Payne, have been in consultation with Northern Pacific officials at St. Paul with a view of making tariff arrangements with the Northern Pacific people to interchange business at Butte for Northern Pacific coast points, thereby giving the Oregon company a run for its life. And there cannot be a good reason why this agreement should be brought about, as with a larger Northern Pacific a new leader, and admit territory that up until now has been a no-man's land. The distance is about the same via the Northern Pacific to Pacific coast points as the Oregon Railway & Navigation company, and should the agreement be completed, Mr. McNeill will recognize that he is not the only man in the railroad business.

The agreement between the Union Pacific and Northern Pacific can in no wise interfere with the Burlington agreement, as the distance between Billings and Butte is nearly 300 miles, and will give the Northern Pacific a run for its life. The Burlington under existing agreements has never gone to the Northern Pacific. It is expected that President Clark, Messrs. Dickinson, Munroe and Payne will return this morning from St. Paul, when additional information regarding the status of affairs may be learned.

LOUISVILLE & NASHVILLE ELECTION. Only One Change Made in the Board of Directors. LOUISVILLE, Oct. 3.—The forty-third annual meeting of the stockholders of the Louisville & Nashville railroad was held at the company's office in this city today. The only business on hand was the election of directors and hearing the president's annual address. But one change was made in the directory. Milton H. Smith resigned, and Albert Fink of this city was elected to succeed him.

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Effort Being Made to Abolish the Emigrant Train. CHICAGO, Oct. 3.—Chairman Caldwell of the Western Passenger association has issued a call for the meeting of the advisory committee of the emigrant clearing house to meet on Monday next, to consider some questions which must be settled by the meeting of the association which is to be held on Tuesday. It was declared in some quarters today that the association, at least one of the things to be considered at the meeting will be the abolition of the association itself. The only reason advanced for the proposed abolition is that it is a measure preventing the removal of some of the causes of the demoralization in transportation and transshipment rates. With the association out of the way, it is thought that the time for the arrangement of the transportation and transshipment business has not yet arrived, and that there is a necessity for the longer continuance of the association. The latter influence is undoubtedly the strongest, and there is little doubt that the association will be continued, although it may in a measure be reorganized to permit of the settlement of the western business.

Shortening Up the Time. The Union Pacific to meet the competition of the new train from New Orleans to San Francisco via the Sunset route, will, on next Sunday, reduce the time of its trains between Kansas City and the coast twelve hours. Train No. 7, which now leaves Kansas City at 11 a. m., will be changed to No. 1, leaving Kansas City at 9 a. m., and will connect at Cheyenne with the "Overland Flyer" at 11 a. m., thereby saving twelve hours. The time to San Francisco will be shortened to 120 hours. No. 7 will leave Kansas City at 6:45 p. m., and arrive at Denver at 1:40 p. m., a matter of seventeen hours run, with no slouch of a train, either. No. 7 will leave Omaha at 7:30 p. m., instead of 6:40 p. m., the only change in trip time from this point.

PLEA FOR ATCHISON PROXIES

Stockholders Urged to Participate in a Reorganization Scheme.

CIRCULAR LETTER FROM THE DIRECTORS

Explanation of What the Board Proposes to Do in the Line of Looking After the Shareholders' Interests in the Property.

NEW YORK, Oct. 3.—The following circular has been sent out by the directors of the Atchison, Topeka & Santa Fe, addressed to the stockholders of the Atchison, Topeka & Santa Fe Railway company. "Your directors, by their circular of September 14, have requested your proxies for use at the annual meeting of the shareholders to be held in Topeka on the 25th of October next. In renewing this request they respectfully call your attention to the following facts and considerations.

No one of the new members of your present board has the slightest connection with or responsibility for the great mistakes and misfortunes of the previous management of the company's affairs. A statement has been published to the effect that the new members are merely substitutes for the retiring proxies. This statement is an unqualified falsehood, and at the coming election, should proxies in controlling numbers be sent to the present board, the latter will be still further strengthened in the interest of the new members of the company's present board is to endeavor to overcome further difficulties in the way of preserving and maintaining the value of the company's property. The chief of these difficulties now confronting your directors or their successors for the coming year is not the operation of the railway system of the company (for that is exclusively the work of the receivers), but the proper representation of the shareholders in the work of putting the affairs of the company on a sound financial basis. Unless this work is done the real value of your shares cannot be preserved. To postpone, so long as may be practicable, the settlement of the property of the company under foreclosure and to bring about the speedy acceptance by all concerned of a fair plan of reorganization are the most important interests of the shareholders, and it is the duty of your directors to present to the shareholders their views effectively to the many persons and parties in authority; unless it can command the assent of the shareholders to the sacrifices they ought to make, and unless it can furnish or cause to be furnished the financial aid that must be forthcoming in support of those shareholders who cannot or will not bear their proper proportions in the unavoidable burden.

The undersigned are glad to be able to assure you that there are at the present time no ascertained facts bearing upon the questions pending, of which your directors are not in possession. To what is already known will be added the results of a thorough and minute examination of the company's accounts made by Stephen Little, the thorough inspection of the physical property of the company by Robert Rogers, and the careful estimates and opinions of the most competent persons connected with or familiar with the company or its affairs and capabilities. From this ample base of information will be determined the attitude of your board toward the reorganization, and of such information full abstracts will be furnished to the shareholders. Your directors will supplement their already abundant means and experience with every form of assistance obtainable, and no step will be left untried that may the better enable them to act promptly and wisely."

The circular is signed by Edward J. Berwind, James A. Blair, William L. Bull, B. H. Cheney, F. Thomas P. Fowler, G. S. Gleed, C. K. Holliday, Samuel C. Lawrence, George A. Nickerson, L. Severy, Alden Spear, F. K. Sturgis.

Mr. Spear will decline the reorganization, and his place will be filled by a representative of the Amsterdam interests, which represent \$9,000 of the stock.

Oregon Kidney Tea cures all kidney troubles. Trial size, 25 cents. All druggists.

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THE ARMY OF THE TENNESSEE

Is with us this week. Do you remember the wonderful achievements of its old commander, when he took command (after McPherson fell) and won a great victory, at Atlanta?

Logan was invincible in war. The Great Up-to-Date Remedy. Logan's Sarsaparilla and Celery Compound, gets its name in honor of this illustrious volunteer soldier. It is invaluable for the blood and no one as was Logan on the battlefield. It wins its fight against disease every time. It cures, GUARANTEED. You are trifling with your health if you don't try LOGAN'S SARSAPARILLA AND CELERY. Sold by all druggists. If for any reason you are unable to find it at your drug store, write to LOGAN SARSAPARILLA AND CELERY CO., OMAHA, NEB.

DOCTOR SEARLES & SEARLES, SPECIALISTS. WE CURE Chronic Nerve and Special Diseases. TREATMENT BY MAIL CONSULTATION FREE. Catarrh, all Diseases of the Nose, Throat, Chest, Stomach, Liver, Blood - Skin and Kidney Diseases, Loss of Manhood and ALL PRIVATE DISEASES OF MEN. Call on or address Dr. Searles & Searles, 1410 FARNAM ST. OMAHA, NEB.

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