

# OMAHA'S SECOND ANNUAL CHARITY CIRCUS

## HIPPODROME, MENAGERIE AND WILD WEST AK-SAR-BEN CASTLE-

### THE EVENT OF THE SEASON THE ONLY REAL THING THIS WINTER.

First class performers in all circus lines. Male and Female Equestrians, Acrobats, Athletes and Gymnasts; Leapers, Tumblers and Clowns; Aerialists, Trapeze and High-wire Artists; Specialists, Trick Riders and Expert Trained Animal Exhibitions of all kinds; Sensational Feats, Comic Acts and Performances; Novelties, Surprises and Curious Displays.

## LIVING PICTURES!

REMEMBER THE DATE:  
--DECEMBER 8, 9 AND 10--  
AK-SAR-BEN CASTLE.

# GRAND STREET PARADE TUESDAY AT 11:00 O'CLOCK

### THROUGH SIBERIA BY RAIL

Progress in the Construction of the Trans-asiatic Trunk Line.

### COMMERCIAL AND STRATEGIC ADVANTAGES

Population and Industrial Enterprise Following in the Wake of the Road-Proposed Connection with a Chinese Line.

(Copyright, 1896, S. S. McClure Co.)  
The present development of Russian railway enterprise is one of the most significant features of the day, and is a direct outcome of the French rapprochement. French loans are now providing the stimulus of war for a renaissance of Russian activity in Asia, aimed, of course, at England's commercial

capital, Kirin, whence it is ostensibly proposed to strike due east to Vladivostok. It is generally understood, however, that when the vantage point of the Manchuria capital has been reached without exciting the apprehension or jealousy of the powers no feebler terminus, such as Vladivostok, would afford, will then be selected, but a suitable port on the Gulf of Pechili. I know, in fact, from personal acquaintance that Russian surveys are already being made with a view of projecting a private railway from Kirin southward to connect the Trans-Siberian through line with the only railway in China, now operating northward from Tientsin. Should it subsequently prove to Russia's advantage this "purely private" enterprise could at any time be incorporated in the Trans-Siberian system. It requires no special perspicacity to surmise that this is really the ultimate intention.

At first Port Arthur was spoken of as the most likely spot to be favored as the Pechili terminus of the Trans-Siberian railway, but the latest move rather points to the ultimate selection of Chifu, which, as is well known, possesses many valuable attractions, climatic and otherwise. A glance at the map will prove that to reach Chifu the railway will

deserves attention as showing the trend of public opinion in this matter. It strongly advocates the seizure of a harbor on the southwest extremity of Korea, lying outside the enclosed sea of Japan, which would give free access to the ocean for Russian war ships, and, by being strongly fortified, command the straits of Korea at one and the same time. These strategic and naval advantages the ports, Lazareff and Shetsakov, do not possess, as they lie on the eastern coast of the Korean peninsula, and again their occupation might be objected to by Japan. Russia has no wish to embroil herself with this nation.

It is the disclosure of her policy by the preponderance of British influence that Russia is anxious to guard against, for, whatever may be the opinion in England, every Russian is fully persuaded that sooner or later the Pacific will be the scene of a clash between the two great powers. To particularize the martial idea that is to fulfill all the strategic qualities that Russia demands in the unoccupied port of Mokpo, situated on the shores of the Yellow sea, near the mouth of the Yang-san-Kang, a river of large volume, in latitude 34 degrees 47 minutes. This port has lately been opened to European trade and a little diplomatic pressure is all that is needed to gain its possession. A long and battering catalogue of the strategic, naval, political and commercial capabilities of Mokpo is then enumerated. Possibly they may be exaggerated, but if only a part of them is true the undisputed occupation of the place would be a serious blow to British interests, unless, of course, qualifying concessions of equal magnitude were insisted upon.

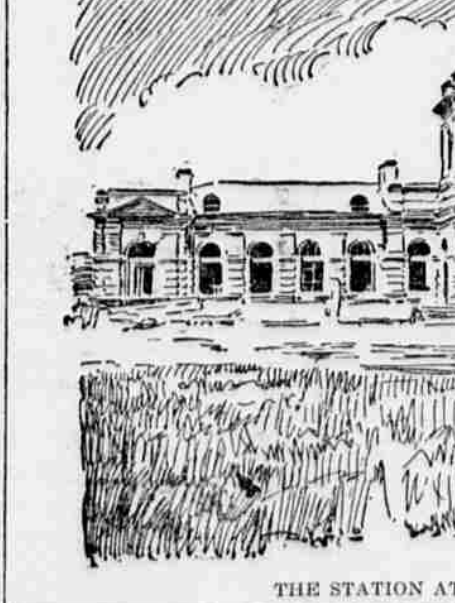
The immediate outlook in the far east, therefore, can hardly be considered promising. Serious political dissensions are certain to arise the nearer Russia advances to the center of political and commercial activity in the Pacific, for elated by the successful manner in which the construction of the trans-Siberian line has handed over to her the Persian and Afghanistan markets the same stimulating trading empires are expected to be opened to the European empire. Certain it is that in the political economical world of today there is no question fraught with more important consequences than the exodus of the Trans-Siberian railway.

At the time of my recent visit to Siberia August, 1896, the Trans-Siberian railway was open to general traffic as far as the Ob river, a distance of 882 miles from Chelabinsk to the eastern base of the Ural, and 286 miles beyond the Siberian city of Omsk. The formal opening of the division between the Ob river and Krasnoyarsk, which Prince Hilkoff informs me will take place at the end of the present year, will at last establish a complete rail communication of about 2,000 miles between St. Petersburg and the greatest of the Siberian waterways—the

largest along the line, was formally commenced September 1 of the present year. Over the steppe and undulating country which lies between the Ural and the Yenesei river, the construction of the Trans-Siberian railway has been comparatively easy and inexpensive 44 am informed about \$15,000 per mile; but the mountainous regions from Krasnoyarsk to Irkutsk, and from Lake Baikal to the Amoor river, where separate sections of the line are now in the course of excavation, require much more engineering skill and pecuniary outlay. It is expected that the former section between Krasnoyarsk and Irkutsk, the East Siberian capital, will be completed by the end of 1897.

COMMERCIAL ADVANTAGES.  
I cannot share in the general opinion that the Trans-Siberian railway was designed chiefly for strategic purposes. It is quite true that the completion of this transcontinental highway will enable Russia at very short notice to fill up the weak gaps along her sparsely settled Chinese flank and at the same time to open up an avenue for the ready transport of troops to the Pacific

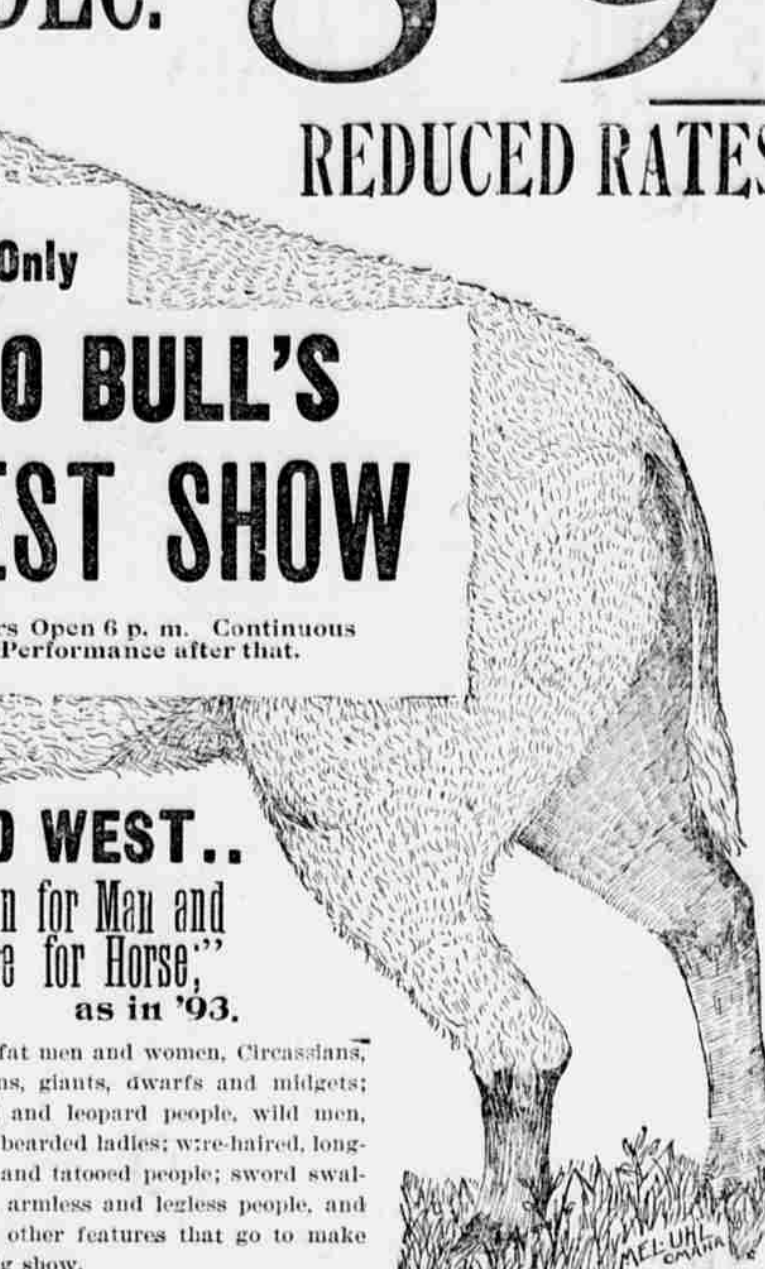
Bernal in the Ob valley for about 8 cents. To correct such internal defects as this, as well as develop the latent resources of the country, is, in my opinion, the chief purpose of the Trans-Siberian railway.



THE STATION AT KRASNOYARSK.

Hitral, thereby greatly augmenting her influence in eastern waters. Nevertheless the commercial development of Siberia, which, with every encouragement from the government, is following rapidly in the wake of this opening enterprise seems to me to have been the paramount object in the minds of its originators. The emperor himself, who is president of the board of directors for the Trans-Siberian railway, is taking the liveliest personal interest in the matter of Siberian immigration. This is one of the first uses to which the railway is being put and in consequence over 400,000 immigrants were transported last year at the nominal rate of 1 mill per mile. The governors of the various provinces have been instructed to defer other duties in order to attend to the distribution of free land and timber, promised to the immigrants, many of whom have been obliged to return to European Russia through the inability of the officials to cope in time with the overwhelming tide of applications.

DEVELOPMENT OF THE COUNTRY.  
New towns are springing up all along the line, and the populations of the old ones rapidly increasing, especially in the trading quarters. Novo-Nicholavsk, which now lies at the junction of the Trans-Siberian railway and the Ob river system, one of the most advantageous commercial positions along the route, has sprung up like a mushroom, in the very heart of the wilderness, and today it is impossible to buy a piece of land there within one mile radius of the station house. The trading valleys of the southern Ob and Yenesei rivers are already being tapped to supply the untilled steppe lands of western Siberia on the one hand and the unutilized mountainous districts of eastern Siberia on the other, thus giving full play to the natural laws of compensation. Not five years ago, during the bread famine in eastern Russia, when wheat in Irkutsk was selling for \$1.50 per pound, it could be bought in



### The Original and Only BUFFALO BULL'S WILD WEST SHOW

DEC. 8-9-10. Doors Open 6 p. m. Continuous Performance after that.

### WILD WEST..

"Man for Man and Horse for Horse," as in '93.

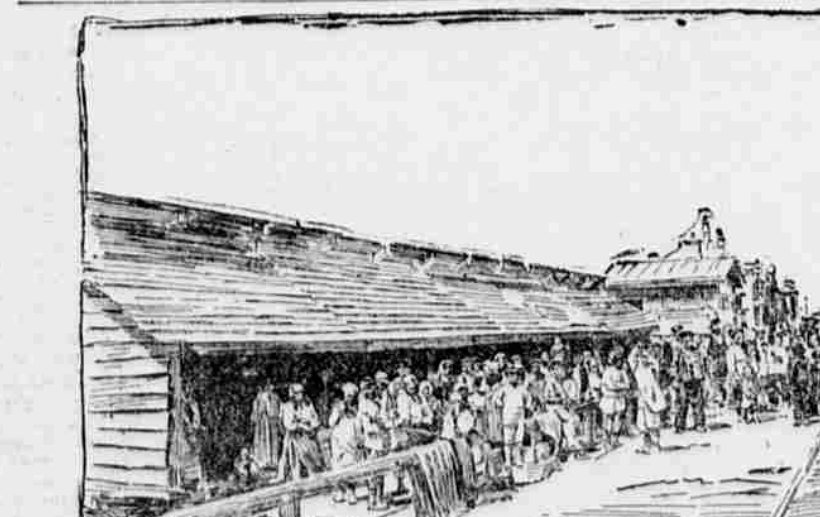
Also fat men and women, Circassians, skeletons, giants, dwarfs and midgots; spotted and leopard people, wild men, Albios, bearded ladies; wire-haired, long-haired and tattooed people; sword swallowers, armless and legless people, and all the other features that go to make up a big show.

## REDUCED RATES ON ALL RAILROADS

### Will Positively Exhibit Rain or Shine.

GIVEN UNDER THE IMMEDIATE CONTROL OF THE  
**GOVERNORS  
KNIGHTS AK-SAR-BEN**

### PROCEEDS TO BE DEVOTED TO CHARITIES



SIBERIAN IMMIGRANTS.

prospects in the east. The progress of the Trans-Siberian railway, however, is the point that excites chief interest, especially as the marked attention paid to Li Hung Chang during his recent visit to St. Petersburg clearly demonstrates that the route will lie via the open country and easy gradients which Manchuria can boast.

The history of the development of the Trans-Siberian railway is in itself an admirable example of the good luck that seems never to tire of favoring Russia in all her eastern projects. When the preliminary details of this great scheme were prepared the most sanguine Russian never dreamed that the fortunes of war, which were to cost his country nothing, would place the most influential Chinese statesman in its power, increased facilities being thus given for the opening up of the shortest possible main route between Europe and the Pacific, between St. Petersburg and Peking.



FIRST LOCOMOTIVE INTO KRASNOYARSK.

Yenesei river. Of the three large bridges which were to be constructed along the line up to this point the one across the Irkutsk has already been built and is in use for over a year, while those across the Ob itself and its eastern branches are expected to be completed by the end of 1897. The building of the great bridge across the Yenesei, the

divorced woman. The ceremony was performed by Rev. E. F. Pond in the law office of Miller & Barnett, just fifteen minutes after Judge Buckingham had issued the decree. Mrs. Blankenship is 29.

The most notable nuptials witnessed by Washington society during the last of the autumn days took place last week at historic St. John's church, which has been the scene of many similar imposing events. Miss Mary Lloyd Pendleton, daughter of the late Senator George Hunt Pendleton of Ohio, and Mr. John R. Abney of New York were made one in the presence of a distinguished assemblage.

A wedding in Lexington, Va., the other day had an embarrassing incident in its sequel. Miss Cornelia Hull and Clarence Haden were the principals. When they repaired to the station on the Chesapeake & Ohio railroad the groom was chased into the passenger coach by a shower of rice from his male attendants. The bride was afraid of like treatment, and she concluded to remain in the women's waiting room until the last minute. Suddenly the train pulled out, leaving the bride in the station and the groom on the train. The absence of the bride was not noticed for a few minutes, and then the groom was in a fix. The friends of the bride put her in a buggy and drove to East Lexington, two miles east, where the train was held for a few minutes to enable the party to overtake it.

### THE CAVALIER'S BATTLE EVE.

Dr. S. Weir Mitchell, in Red and Blue. Give me thy thoughts, my gentle maid, And I will lend thee wings To soar above this world, Of transitory things.

Give me thy virgin dreams, and I Will give thee thy sweetest song Shall rise as with an angel's flight, That doth for heaven long.

And I will praise thee, dear, so well That thou wilt wish to be The lover of thy perfect self, And only e'er my true.

If thou shouldst smek thy wild war hawk, Low voicing critic mirth, I'll swear to thee he hath in heaven A song unknown to earth.

Or I will close my eyes, and lie Upon thy breast, to hear How darning is that modest heart When eyes are none to fear.

### THE SPINNING WHEEL.

Ernest Neal Lyon in New York Sun. Beside her wheel my lady sits, and spins the lilywhite day. The driftwood her fairy touch like magic melts away. Certes, she is passing fair, fairer than versos may tell. She winds the skein about my hands, and found my heart a spell. The sunbeams dancing in her eyes dare me a kiss to steal. From gentle Mrs. Dorothy, beside her spinning wheel.

### RELIGIOUS.

Glasgow boasts of 10,766 Sunday school teachers and 115,731 scholars. Like the Salvation army, the Church army which Episcopalians are organizing in this country is an English institution.

The eminent Hebraist, Prof. Meyer of the University of Bonn, is quoted as authority for the assertion that the language spoken by Jesus Christ was not Hebrew, but Aramaic, a language now extinct.

Some efforts in a fresh direction to popularize the pulpit are being made in Australia. After the sermon the congregation in one of the Victorian churches is invited to give its views upon it, and argue doubtful points with the preacher.

Cardinal Hohenlohe is the 11th cardinal to die since Leo XIII became pope. His death leaves only five survivors among those appointed to the sacred college by Plo Nono—Cardinals Oreglia di Santo Stefano, Parocelli, Ledochowski di Canossa and Mertel.

The oldest priest in France is Canon Menager, rector of Tullin, in the department of Ille et Vilaine. He is hale and hearty at 92 years of age and still preaches frequently. Father Belaney of Kensington, London, is 98, and has just brought out two new books. Lord Salisbury's luck in the matter of high ecclesiastical patronage is holding out. In fifteen months he has had to appoint an archbishop, about three-fourths of the bishops of Winchester, Rochester, Chichester, Newcastle, Peterborough and London, a fifth of the whole bench. Twenty-four of the prelates have only five survivors among those appointed to the sacred college by Plo Nono.

The establishment of the Methodist church in the United States has been commemorated by the placing of a tablet in the wall of the building that occupies the site of the old Lovely Lane Meeting House, in Baltimore. The idea of the memorial originated with the American Methodist Historical society, and the tablet itself is of bronze. Its cost was \$250. Lovely Lane Meeting House was built in 1774 by Rev. Francis Asbury, who afterwards became bishop, and Rev. Robert Strawbridge, Abraham Whitworth and Joseph Yearley. It was a quaint structure, and stood where now stands the Merchants' club building on German street. The early history of the sect's founders of Methodism in the United States is full of interest, pathos and incident. Asbury's life was much the same as that of other missionaries and pioneers. He climbed mountains and was pursued by wild Indians and wild cats. At that time there were not as many Methodists in the country as there are now in the city of Baltimore. The magnificent conference of Christians in Lovely Lane has grown to a gigantic association of 57,000 churches. The tablet reads as follows:

Upon this site stood from 1774 to 1876 The Lovely Lane Meeting House, in which was organized, in December, 1784, The Methodist Episcopal Church in the United States of America.

The Illinois State Federation of Labor wants convict labor confined to manufacturing articles for consumption in state institutions and in breaking stone to be used in making good roads through the state.