THE FIELD OF ELECTRICITY

St. Anthony Falls to Be Hitched to an Electric Generator.

ELECTRIC POWER ON STEAM ROADS

Successful Test of Electric Corringes in Paris_A Novel Stairway-Electric Developments in Various Lines.

Following closely the lead of Niagara Falls and Sacramento in harnessing water power to generators of electricity, the city of Minneapolis is about to attach another tug to the Falls of St. Anthony. The falls have been the making of Minneapolis, yet only a small part of its power has been used to drive the mills that line its banks. It is now proposed to erect an electric power It is now proposed to erect an electric power plant, and utilize to a large extent the power going to waste. A contract has been let for a plant to cost between \$300,000 and \$400,000, which will be second only to Niagara Falls. Most of the power to be developed. Falls. Most of the power to be developed

The electric locometive will replace the locomotive as soon as the problem of producing electricity on a large scale, economically, is solved. This is a statement of a prominent official of the Baldwin Locomotive works of Philadelphia. Speaking on the subject, the official said: "It is but a question of time when electric locomotives will be used to haul passenger and freight trains on all the various trunk lines in the that direction we have built an electric locomotive, which, provided it is run on tracks of proper weight, will be able to develop a speed equal to more than 100 miles an hour. It is well known that electric locomotives have been built and operated with success, there being two or three in the ervice of the Baltimore & Ohio Rallroad company at the Belt Line Tunnel in Baltimore, and at one other place in that city, where they have performed all that the contract stipulated they should do. These are all run by the troiley system, which for very heavy trains and long distances, as, for instance, between Washington and Philadel-

appearance is much like an ordinary pas-senger coach, except that it is not intended to carry hor is it provided with any ac-commedation for passengers except those necessary to operate it. It is the first of its kind in the world; is thirty-two feet in length, and weighs 90,000 pounds. The spread of the tracks is seven feet; diameter of wheels, forty-two inches, and it is arranged for four 200 horse-power motors, two on each truck, and is equipped with Westinghouse air brakes. The lines of the carare regular, and its fittings handsome, and It has an electric headlight on the front, and a pilot to protect the locomotive from objects

"In order to provide the proper staunch-ness the frame of the machine is covered with a half-inch steel plate its entire length and it is bolted to the floor through cast-dron plate. The frame is made of ten-inch motors are entirely cased in their steel shells, so that they are practically free from injury under all normal conditions of service. The power, which is furnished from a cen-tral station, is communicated to the engine by the third-rail system, which is a system conducting the current to moving motors or trains, consisting of an additional rail. either of iron, steel or copper, laid in the track at about the same height as the main

rail on which rolls or slides the collector.
"The possibilities of the new locomotive
can hardly be estimated. The distance from Jersey City to Washington could be covered in a little over an hour, while the passenger could go entirely across the continent in less than two days, including all the stops accessary to be made."

The steam roads in Connecticut have won other case in the courts against the parallel electric projects. This latest case was ected against the Montville Street Rall way company, which has been constructing line from Norwich to New London and paralleling existing steam properties, and the supreme court stops the business on the technical ground of an imperfect organization of the electric company, which will now go before the next legislature and ask for clear power to continue the work.

PARIS ELECTRIC CARRIAGES. Quite a number of well known amateur the Prince de Sagan, Mr. William G. Tif fany and Mr. Thorne, were present on the afternoon of December 11 at the ateliers Belvalitte, in the Rue Duret, to see the new electric coupe invented by M. A. Darracq. The coupe, hung upon 'hult ressorts,' re-sembles the fashionable coupes turned out by the best Parisian makers and has nonof the unfinished appearance of the usual run of automobile vehicles. There is a seat entirely unobstructed view. The motor consists of an electric dynamo and the force is stored by a battery of accumulators. at the back of the coupe for the engineer, so stored by a battery of accumulators. The steering is effected by the front wheels, moved by a wheel at the engineer's seat. The brake is applied in the same manner. The 'huit ressorts' and the inflated India rubber tires make the coupe run as smoothly as possible. The force stored by the accumulations of the steering is effected by the same manner. The life is a special to the same inflated in the same in the steering is the same in the steering is effected by the front wheels. It should be said that they climbed down his stalwart form with cheerful alacrity, while the flames lapped out after them greedly as the same in the steering is effected by the front wheels. It should be said that they climbed down his stalwart form with cheerful alacrity. While the flames lapped out after them greedly as the same in the same in the steering is effected by the front wheels. It should be said that they climbed down his stalwart form with cheerful alacrity. kilometers on an ordinary road at a speed of from fifteen to twenty kilometers an hour. The coupe invented by M. Darracq, says the New York Herald, is intended for use the crowded streets of Paris, and electricity, giving neither smoke nor smell, seems for this purpose decidedly preferable to steam or petroleum, provided the power and efficiency are equal. M. Darracq's cal-culations show that the electric coupe for use in Paris realizes an economy of 40 per cent, as compared with the use of a coupe drawn by a horse. The accumulators weigh This, of course, is a very heavy dead weight to carry about, es pecially when it is remembered that an av-ro the fire escapes, and as the flames shot erage mail coach weighs 2,400 pounds, or from the windows, at times hiding them 1,089 kilegrams. However, M. Darracq is from people on the street, they prepared to convinced that this weight is much more jump.

than compensated for by the stored force which enables this neat and smart looking coupe to be moved at a rapid pace and with extraordinary facility of steering, and with-out smoke or smell, and with comparatively little noise, through the crowded streets of

The coupe was successfully tried, and a "motored," about in the Rue Duret for a few minutes, and found it very comfortable. The coupe runs most smoothly STAIRWAY OPERATED BY ELECTRICITY

The Reno inclined elevator, or moving stairway, was put into experimental use on the Brooklyn bridge a few days ago for the edification of the bridge officials. It is the edification of the bridge officials. It is the small experimental machine which was operated two weeks last summer at Coney Island. In that time it carried 75,000 persons or more without accident.

at accident, machine is built for making a lift of had been saved. The machine is built for making a lift of had been saved.

Then, when there were no more to be about half the height of a bridge story, the aided, Lorenz dropped to the steps, and as place chosen for its operation is that furthest he walked across the street to where his to the eastward on the righthand side of the lower floor of the bridge entrance. The elevator stands there just to the right of the regular stairway, and will land its passengers beside those who walk up these stairs. Such as the control of the lower floor of the bridge entrance. The elevator stands there just to the right of the control of the cont

As the passengers will take have to water up the next half flight of steps, the new elevator will not be able to add much, if anything, to the bridge accommodations, but ought to show whether it can be relied upon

or regular and satisfactory service. The new elevator is in effect a treadmill reversed in its action. The passengers step upon the endless beit which forms its platform, grasp a handrail which moves at the same rate with the platform, and are carried up by an electric motor, which keeps the platform moving. datform moving.

The ingenious points about the machine are the devices for saving the passengers from injury either by the platform, where it dives out of sight to start upon its return journey or by the moving handrail. The platform is formed of jointed slats which carry upon their upper faces upright plates of steel about an inch apart which form continuous lines down the whole length of the endless structure. The upper part of these plates is roughened to give a foothold, these plates is roughened to give a foothold.

and upon these the passenger stands.
At the two ends of the machine the platform passed under a comb-like edgeplece, whose rounded points lie in the grooves between the plates. The passenger's foot is slid upon these comb pieces before the mov-ing piece drops away over its carrying

Falls. Most of the power to be developed these pass along in a holder formed of a has been leased by the street car companies U-shaped piece of steel. Over the rollers and of Minneapolis and St. Paul, but there will fastened to them is a covering of leather, which, being like a letter U inverted, covers the rollers and their channel effectually. The electric locometive will replace the passes over a wheel, there to start upon

its return journey. If the bridge management should decide orn theories of medical practice and phys-to put such elevators into regular service iclogical conditions obtain. The almost uni-they would be built to carry up double lines versal use of glasses does not indicate an of people, and have a handrail on each

The electric motor which operates it stands under the stairway. This moves the wheels will be used to haul passenger and freight trains on all the various trunk lines in the United States, if not in the world, and in order to ascertain just what can be done in that direction we have built an electric locomotive, which, provided it is run on tracks of proper weight, will be able to develop when the stairway is moving, with his hand on the regulating lever and his eyes on the

AFRICAN GOLD IN MEXICO. An illustration of the attraction which electrical schemes have for large capitalists is seen in the City of Mexico, where Barney Barnato has captured the franchise for installing an electric street railroad. It ap-pears odd that African gold should thus be diverted to the modernization of an ancient city. When the organization of the underphia is considered impracticable.

"At this time the most practical system for moving very heavy trains, such as have already been referred to, seems to be that of the third rail, and it is by that system that experiments are now being made with the engine we built at the works of the Westinghouse Electric company in Pittsthat experiments are now being made with the engine we built at the works of the Westinghouse Electric company in Pitts. burg. We have been informed, though not officially, that the engine has shown that it can produce a speed equal to over 100 miles an hour. The new locomotive is totally unlike the steam locomotive, so universally used on railways, and in general appearance is much like an ordinary passenger coach except the supplies of the is not by any means as cheap a motive power as mules. The price of Welsh coal in Mexico City is \$17, and American bituminous, which is a much lower quality, is sold at \$14.50; the supply of wood is becoming scarcer and more distant; and the city, although 7,000 feet above sea level is lower. though 7,000 feet above sea level, is lower than the surrounding country, so that no use can be made of the adjacent lakes. In fact, a more economical method of generat-ing current than any that has yet presented itself will have to be found before the leisurely Mexican can enjoy the novel excite-ment of riding at a speed of ten miles in an electric car. There are two solutions under consideration. One is to utilize the flow from the recently completed drainage works of the city; the other is to turn to account as fuel the peat beds of the neighboring dis-

tricts. TROLLEY CAR DEVICES. on electric car lines. It has been found that persons who are struck by the cars mal, but Helmholtz demonstrated to nor-invariably try to grasp something for rolled steel channels, surrounded by a one-half inch rolled plate covering the entire port. This fact has led to the suggestion floor. This plate is considered an important detail, as it is intended to give great strength to resist blows in case of collision, and is also intended to protect the lives of passengers in the cars in cases of wrecks on the track who sees that he can not get formed organs perform the power acceptant on the track who sees that he can not get formed organs perform the power of accommonant derailments. The motors are discretely on the track who sees that he can not get formed organs perform the power of accommonant derailments. The motors are discretely on the track was many he able to select one datas which results in a disordered conand derailments. The motors are directly out of the way may be able to seize one dation which results in a disordered con-beneath the car, between the two tracks, and of the bars, and thus save himself from dition called asthenopia. People thus af-are 'iron-clad' consequent-pole motors. These being run over. An electric alarm signal flicted will struggle along, ignorant of the and indicator, which is being tested for real cause of trouble, until compelled to controlley lines, is intended to enable a car sult a physician for relief from nervous to give warning of its coming a block affections, when they will be surprised to ahead. This is effected by the display of a learn that it is spectacles, not medicine. red signal and the ringing of a bell at the corner of the intersecting street. The liability of collision with other vehicles will Asthenon thus be lessened. Strung alongside of the trolley wire, at a short distance from each an extra wire, which connects with a little bell and closes a box attached to a post on the next corner. As the trolley wheel reaches this supplementary wire curent is transmitted to the signaling devices simple system of telephone communication between electric cars and the super intendent's office has also been put int peration. It consists of hanging a tele hone wire alongside the trolley or, a sufficient distance away to insurmmunity from accidental contact between he two. Each car is provided with a set of telephone instruments, which, while normally cut out, can be connected at any moment.

A HUMAN FIRE ESCAPE.

Story of the Heroism of a New York Janitor. There were heroes in plenty at the burn-

ing of a big flat house in West Fifteenth automobile carriages in Paris, including street the other morning, says the New York Journal, but the greatest hero of them

of. He is Charles Lorenz, the caretaker at 239 West Fifteenth street, which, with the adjoining building, at 241, was burned out during the darkness and frost that hedged in the city at 4 o'clock.

Lorenz distinguished himself in many

tors is sufficient to accomplish seventy-five errant among junitors clung meanwhile to the iron railing of a fire escape that was cold enough to raise blisters, and that he never murmured until the last tenant had clambered off his legs to safety. And even then his sole complaint was that every button had been torn off his coat in the process

> The people in the building were panicstricken and rushed about their flats and the halls, clad only in the scantiest of garments and screaming at the top of their voices Some of these were carried in safety to the street, among them Mrs. Gates, an aged appeared paralyzed with fear. Others ran

"Don't jump, don't jump!" shouted the owd below. "Come down the fire ca-

This advice was followed, and men, with children in their arms, followed by women, elad, some of them, in night dresses and others in some garment they had happened to pick up in their flight, slowly descended reporter who sat on it, was driven, or rather to the first story. There they were stopped "motored," about in the Rue Duret for a because there was no ladder leading to the street, a distance of fifteen feet.
It was at this moment that Janitor Lorenz

showed his heroism. Leaning from the steps, he grasped the fire escape at the first attempt. Then, hang-ing by his hands, he shouted to those above

OF THE EYES

relief from a long list of nervous disorders. The human eye is intimately connected with the nerve center of the brain, over which exerts a strong sympathetic influence there is anything radically wrong with the delicate mechanism of the organ of visogist the symptoms are unerring and infallible. This is the assertion of leading specialists in diseases of the eye and it has the unqualified endorsement of reputable opticians. In it may be found the cause for the fast-spreading use of spectacles in all parts of the civilized world where the modextension of impaired vision in the human race, or the existence of any new optical troubles; it means simply that experts are trying by artificial means to remedy the defects of nature.

FORMER USE OF GLASSES. It is only within the last fifty years that the mechanism of the human eye has bee really understood. Pervious to 1856, who Helmholtz mastered the details of the work ings of this important part of the body an astonished even the medical profession with his wonderful discovery, it was the custon to treat the eye on the same basis as other organs. If a man was club-footed the mal formation was readily apparent and the only remedy was in the use of the surgeon knife. So long as both legs and feet wer truly formed and evenly mated there wa it was the wearing of glasses was confined to those old people whose sight was confirmedly bad and to a comparatively few young or middle aged who by chance fou the use of spectacles a help. Sufferers from visual defects were almost as unmerous in proportion to population then as now, but their troubles were not understood and consequently no general attempt was made to

correct them FINDS REFRACTIVE ERRORS. Helmholtz discovered that it was possible for nature to err in regulating man's vision in much the same way as it might send him into the world malformed in other parts of the body. He found that the eye is subject to what are called refractive errors which seriously affect the powers of accommodation and induce an abnormal strain which, if long continued, has an injurious effect upon the nervous system, and finally upon the vision itself. The range of the

SYMPTOMS OF OPTICAL MALFORMATION Asthenopia includes pains in the eyelids and in the forehead over the eyes, in and back of the head, and in the sides of the head just back of the eyes, and is frequently ecompanied by extreme nausea and general When failure to obtain relief by the use of ordinary remedies demonstrates the fact that the trouble does not lie in ordinary causes, the careful physician will at once suggest the consultation of an eye spe-cialist. This usually results in the discovery of a refractive error of some kind which is readily remedied by the use of properly fitted glasses, and in a short time all symptoms of asthenopia disappear. Explanation of this lies in the fact that the glasses restore the vision to the normal stage, and by doing this stop the forced strain on the powers of accommodation, and this in turn relieves the pervous system.

Man is endowed with only a certain amount Man is endowed with only a certain amount of what may be termed visual energy. At the early age of 10 years it is easy to note a beginning of the exhaustion of this energy; at 30 two-fifths of the visual power is usually gone, and at 50 years fully eight-tenths of the sight energy of the average individual Women and children are in the main the greatest sufferers from defective vision, because they are, as a rule, the most careless in the treatment of their eyes. The use of glasses is abhorrent to them, as indicating the approach of old age, and are only put on under compulsion. Dr. James A. Lydston, an authority on the subject, says there are two extremes to be avoided if the vision is to be retained unimpaired. One is overillumination, the other is underillumi-Too much light is in the end almost as bad as a scarcity of light. There is but one method of illumination that is safe and

natural, and this is sunlight. HOW TO PROTECT THE EYES. People, even when afflicted with refractive by using them for fine work, such as reading and sewing, only in the daytime. If, on the other hand, when refractive errors exist, the sufferer persist in straining her sight in the trying twilight or under bad illumina-tion, nature soon rebels and the use of glasses is imperative. Next to sunlight the safest illuminant is the electric light when shaded with a pale blue glass to neutralize the effects of the red rays. The patent gas burners, which give out a clear, steady, and intensely white light are good so far as the color of the Illumination is concerned, but the light is held to be strong, as it merely serves to stimulate the eyes to the degree of requiring more later on, and besides this there is an overheating of the atmosphere,

which is also injurious.

Given a malformation of the visual organs to start with the defect will be rapidly made worse by the modern conditions of life, which tend to prt increased demands upon the sight. In olden times there was but little reading of fine print or similar strain upon sight. the eyes at night. Electric lights, gas and even kerosene oil lamps were unknown, candies being the general illuminants. The people had but little call to strain their eyes and they lasted them, refractive errors and all, well into the sere and yellow leaf period Now the world lives and moves largely by night and the demands upon the eyesight are in a hundred ways more exacting. Strong illuminants give encourage-ment to free use and overtaxing of the visual organs, and the result is big fees for the eye

specialists and large profits for the makers There are many other distressing and serious affections of the eyes, but most of them take the form of some specific disease, or can be traced to some known cause, and are, as a rule, curable by the use of medi-cines or the scalpel. In the case of a refractive error in the construction of the eye, however, there is no cure in either medicine or surgery. The best that can be had is relief by an artificial adjustment of the vision with glasses. Fortunately the extent of the vision with glasses. Fortunately the extent of the visual error varies greatly in individuals. In some it is so slight as to hardly merit attention, and it is these exceptions which save us from becoming an explained the interest Jersey Jerry was manifesting in him. entirely bespectacled community,

FEBRUARY

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INSURE NOW IN THE MUTUAL LIFE.

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FIVE ACES WON.

They Were in Uncle Joe's Hand and He Took the Pot.

I was a conductor on a trunk line railroad I was a conductor on a trunk line railroad in the flush days that immediately preceded the close of the war and prevailed for a few watch the play. It was Jerry's deal. years after the close, says a gossiper in the New York Sun. Money was plenti.ul. mora's in the climax was at hand. I felt sorry for the old man, but it was not made part of the railroad conductor's duty to stand guard over the pocketbooks of credulous travelers, or those whose cupidity ran is also been much, anyhow. As Jerry tossed his opponent's cards to him I caught a glance of ulous travelers, or those whose cupidity ran whose cupidity ran each, and would have sworn that four of and consequently them were kings. The old man took them up away with their reason, and consequently those were the halcyon days of traveling card

used to like a quiet game of draw my self, and indulged my liking whenever my duty gave me opportunity. This, of course, placed me in sympathy with others who played, and one day I got into a pretty stiff game on board my own train, while in the actual discharge of my duty, and yet with-out holding a hand. I had been on the road but a week or two, and was not yet acquainted with all its patrons. In through the train collecting fares this day speak of I came to four passengers who were absorbed in a game of poker, a newspaper spread on their laps to play on. "Fares, please," I said.

People didn't bother much about buying ickets in those days, and a large proportion of the fares were paid on the train. Three of the men handed over their money. The fourth, who seemed somewhat excited said "Conductor, can't you come around a little

I told him I must have his fare then and there. He looked at his companions, hesitated a moment, and then said:
"Will you let me take a little rakeoff for my fare fellows 911

They decided to do so.
"Conductor," said he, holding up a handful
of gunwads, "them stands for all the money I got. I'm goin' to bet 'em on this hand, and I've done it justice. This is the hand." He passed it up to me, shielding it from all other eyes. It was four aces. I became interested at once. I had \$60 in my pocket. I reached in and took out \$20 and handed it to

the holder of the big hand.
"Go ahead!" said I. "Bet that on it, too!"
He did so. Two of the tother players
dropped out. The fourth stayed, and I passed my remaining \$40 to the man with the four aces. That was my pile, and she had to call. He hated to, he said, and I hated to have him do it, with a hand like that, but there was no help for it. He He called. The other man showed down straight flush! He got my money and the money of the man I backed and I hadn't grass region, adding to his patrimony from got the man's fare! I stopped the train and put him off, and that was the only satisfaction of his way as Kentucky farmers usually do. I got out of it. The next station was the end of my run. That same evening I saw the man I had backed and put off the train age, he had constructed a neat and roomy and his three companious board an east- sarcophagus wherein his mortal body was to bound train.

"Do you know any of those chaps?" I asked the station agent. he replied, "Rather. leak. When he had his tomb prepared he "Know 'em!" They're four of the slipperiest card sharps purchased at the same time a barrel of the on the line of the F., G. & W."

They had initiated me; that was all. A great many drovers traveled on the railroads during the war. They carried plenty of money, and were generally easy and profitable game for the professional card players. Some of the drovers though, had tucky, and left positive orders that at his demise the mountain dew should be poured into the stone sarcophagus and his body laid therein.

It has been fifteen years since that whisky the reputation of being very handy with the cards themselves, and bragged of it. I getting mellower and mellower, its bouquet used to hear of Uncle Joe Reddy, Big Ike growing more and more fragrant as the old Sloat, and others as a means the origin with the growing more and more fragrant as the old Sloat, and others as among the quick-witted man ripened for the grave. In accordance drovers who were said to be able to take with his last wishes the soothing liquid was care of themselves against the tricks of the sharpers. One day I moticed among my cast-off tenement, to preserve it until the passengers a noted card sharp, known familiarly as loves level. little old man, gray and wrinkled, but still active and spry, got aboard the train. He in the same grave with him his horse and was a very loguerious old gentleman, and involvements of war and of the chase to have was a very loquacious old gentleman, and implements of war and of the chase, to have gave me the impression that he had been indulging overmuch in applefack, that being hunting grounds, so this thoroughbred Kenhunting grounds, so the second grounds are the second grounds and so the second grounds are the second grounds and second grounds grounds are the second grounds a belt of country famous for that insinu-ating and lingering tipple. He talked to no traveler returns, with enough averybody within hearing, and finally ex-pressed a willingness to play any one a game other instance of the ruling passion strong of old sledge for a quarter a corner. Nobody paid any attention to the old fellow for a long time, and then Jersey Jerry began to take an interest in him. This surprised me, as the old man seemed to be rather small game for that far-reaching individual. As any rate, before long Jerry was busy playing him old siedge for a quarter a corner and the old man was winning every game

wealthy owner of the residence has been absent for some time and the concierge was surprised when two men brought a Norman armoire to the house. day the men returned, saying that they had made an error, and brought a small sideboard—taking away the Norman armoire—but within that armoire was everything

in death.

tuckian passed unto that bourne from which

Smooth Robbery at Paris.

A very smooth robbery has just been dis-

covered in the Rue Ballu, in Paris. The

After a while, in going through the train. of value in the house.

The Best Company

IS THE COMPANY

That Does the Most Good.

IN TWO GENERATIONS—1843-1896—

The Mutual Life Insurance Co., of New York, your mortgage to insure its re- has paid \$246,000,000 to its living members

> Has been the benefactor of women and children yearly during life. to the extent of \$165,000,000.

The resources of the Mutual Has paid its members in all over \$411,000,000

FLEMING BROS. Managers,

IOWA and NEBRASKA,

FIRST NATIONAL BANK BUILDING, OMAHA.

I noticed that the game had changed to poker, and that Jerry had evidently led his intended victim along until they were play-ing a pretty stiff game; but the old man was

cautiously and held them close. He seemed to gloat over the possession of them. He

drew no cards. Jerry drew one. Then the

kings was a tremendous hand, but I knew that Jersey Jerry had given himself a better

one as well as I knew I was there. By and by there was more than \$300 in the pot

and the old man seemed satisfied. He called.

"Ye hain't got enough on 'em, Jerry," exclaimed the old man, and Jerry started to

enough on 'em, 'cause I've got five on 'em

And the old man with a grin that meant

a great deal, and a look in his eyes that

meant a great deal more, spread five aces on the newspaper they were playing on,

and coolly raked the money in and stowed it in his wallet. To the utter amazement

of myself and every one clse who saw it Jerry got up without a word and went into

the next car. The old man only grinned the

more, and in less than five minutes was

the head brakeman as I went out, pointing

the sharper, for he knew him and his game,

LOYAL TO THE LAST.

A Kentuckian Tribute to the Native

Product.

relates the Kansas City Journal, and his long

life had been peacefully spent in the blue-

of his way as Kentucky farmers usually do.

Some years ago, knowing the infirmities of

find a quiet resting place when he had done with the burdens of life. It was made of

finest and purest old bourbon that could be made by the most famous distillery in Ken-

tucky, and left positive orders that at his demise the mountain dew should be poured

It has been fifteen years since that whisky

back to the seat where the grizzled

Uncle Joe Reddy, the drover,'

and a trick worth two of his

asleep in his seat.

hear his name called, "Ye hain't

'What a' ye got, ye young smarty?" he

'Four aces, pop," said Jerry. "That's

begin to bet. The old man was game, came back at Jerry without a quaver.

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An Installment Policy for \$100,000 will leave your family \$5,000 yearly income for 20 years, in any event, and if your stated beneficiary is then living he or she will be paid \$5,000

A 5 per cent Debenture for \$100,000 will leave your wife \$5,000 yearly income either for 20 years or until her death if prior thereto; then \$100,000 will be paid in one sum. A possible return of \$200,000.

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nently cured in 15 to 35 days. You can be treated at home guaranty. If you prefer to come here we will contract to pay railroad fare and hotel bills, and no charge if we fail to cure. If you have taken

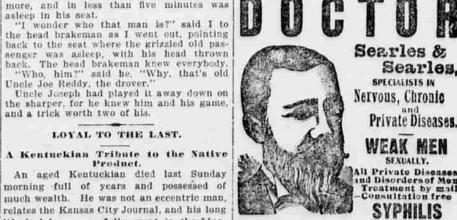
mercury, todide IT IS QUICKLY potash, and still have aches and pains, Mucous IT IS QUICKLY Patches in mouth, Sore Throat, Pimples, Copper-Colored Spots, Ulcers on any part of the body, Hair or Eyebrows falling out, it is this BLOOD POISON that we guarantee to cure. We solicit the most obstinate CURED BY THE cases and challenge the world for a case CURED BY THE cure. This disease has always baffled the skill of the most eminent physicians. 8500,000 capital behind our unconditional guaranty. Absolute proofs sent scaled on

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UNION LAND COMPANY.
Notice is hereby given that the annual meeting of the stockholders of the Union Land company for the election of five directors and the transaction of such other business as may lawfully come before the meeting will be held at the office of the general solicitor. Union Pacific building, Omaha Nebraska, upon Monday the 11th day of January, 1857, at 10 o'clock a. m.
ALEXANDER MILLAR, Secretary, Boston, Mass., December 7, 1898.

D22—d22t

Notice of Irrigation Bond Sale. Mottee of Prigation Bond Sale.
The directors of the Middle Loup Valey Irrigation district invite sealed procosals for \$190,000 (in part or whole) of
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CHARLES NICOLAI Secretary,
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