THE OMAHA DAILY BEE: SUNDAY, JUNE 5, 1898	THE	OMAHA	DAILY	BEE:	SUNDAY,	JUNE	5,	1898.
---	-----	-------	-------	------	---------	------	----	-------

VIEWS

OF

Certainty.

with Enthusiasm of the Prospect

Before His People-Review

of the Struggle

on arriving there found that she had not ing my signal to comprehend the situation. and wit enough to know the only right thing "I answered that I would wait until she to do, which was more than I had any right to expect. Suppose she was an hour late? A Despatring Shrick. 'That's none of my business.'

'What! would you hold those passengers there an hour with a double track ahead of I wasn't quite sure, but answered dea-

cet arrived

and

erately, 'Certainly, if I had orders to wait "He brought his flat down with a bang on he table, and roared out, 'That's right: I want you always to remember that when an rder is given to you, it's good until fulfilled, and is to be obeyed. I'll run the rains from here-that's what I'm hired for; won't have conductors and engineers running trains.

Mr. Herbert Elliott Hamblen, author of "Now suppose you was running a first-"On Many Seas," a man who has had pracclass train, and you got a regardless order to run the opposite track to the next station, tical experience in railroading, has put it what would you do when you got there?" book form his railroad experiences, recently 'Cross back again and proceed on my published in McClure's magdsine. It pur

rights. 'What rights?'

" 'My time-table rights.'

-, some o' those fel-"'Good agin! By lers would wait there twenty-four hours for an order to put 'em on the time-table. 'He kept this kind of thing up for a good sometimes puzzling me considerably, but on the whole I didn't make any very head of a leading system. It is a book of bad breaks. At last, looking at his watch, he said: 'H-1! it's dinner time. You can tell Mr. Seely that I'm satisfied.'"

It is a serious situation when an engineer liscovers that on a down grade his train ins broken in two, for then the second and headless section is wild and uncontrollable and the mischlef it may do is something terrible. Such a predicament once furnishes an agonizing experience to the hero of this

find the book worth the time spent in a reading. True, it has its problems, which "There was on our division a mountain the railroad man will best understand, and and the track down this mountain was its technology is at times occult, but for bout seven miles long and at the top was all that it not only interests, but it ima tunnel half a mile long, opening out on presses, because the writer knows what he the down-hill side, on a short curve, handy is talking about. If the toil and peril of to look back on and see if your train was railroad are matters of gravity and conseall together. The road down the mountain quence, and worthy the experienced hiswas quite crooked, as such places always torian, then "The General Manager's Story" are, and so steep that to take a train up its entire length without 'doubling' was a should have its place in the literature of a mighty industry. These reminiscences feat to brag about. Half way down and have their drolleries, for their hero is a hidden by a curve from both directions was good type of American, and their literary station on one side and a freight house east has an aptness and crisp precision that on the other and nearly all inwardbound trains had cars for the freight house, which are artistic and engaging. A few of these recollections follow. For instance, there is compelled them to cross over the outward a good color to this pen picture of an apbound track to get to the freight house sid prentice watching the veteran's mastery of ing. The switch to this siding was a 'head switch to the outward or downward

a flying train: "How she would fly down hill, the exhaust a stendy roar out of the stack, the connecting-rods an undistinguishable blur, the old girl herself rolling and jumping as if at every revolution she must leave the track, the train behind half hid in a cloud of dust, and I hanging on to the side of the cab for dear life, watching out ahead where I know there is a sharp reverse curve, and hoping, oh, so much, that he'll shut her off before we get there. I watch that grimy left hand on the throttle for the preliminary swelling of the muscles, that will show me he is taking a grip on it to shove it in. Not a sign; his head and half his body are out the window; and now we are upon it. I give one frightened glance at the too convenient ditch, where I surely expect to land, and take a death grip of the side of the cab. Whang! She hits the curve, seems to upset; I am nearly flung out the window in spite of my good grip. Before she has half done rolling (how do the springs ever stand it?) she hits the reverse, and I am torn from my hold on the window and slammed over against the boiler, and, having passed this most uncomfortable place, she flies on, rolling and roaring down the mountain. All this time the engineer hasn't moved an eyelid, nor the firemen interrupted for an instant the steady pendulumlike swing of the fire door and the scoopshovel. How do they do it? Oh, it's easy

STIRRING LIFE ON THE RAIL

Exciting Phases in the Careers of Railway

Trainmen.

PAGES FROM STORY OF AN ENGINEER

Romances and Adventures Give Life

board to the General Man-

ager's Office.

ports to be the recollections of the general

manager of a great system, branching out

from Chicago, and is the record of his life

from the day of his youthful initiation as a

train hand to the days when his ripe ex-

perience and capacity to administer vast

many railroad stories and, though most in

telligently appreciated by those of the craft.

it is written for all who find the processe

of railroading subjects of unceasing inter-

its twin magicians with something of boy-

tiatural onrush of a ponderous train, will

hood's awe, or feels a thrill at the super

Whoever looks upon a locomotive and

railroad interests made him the operating

a Pecaliar Zest-From the Foot-

after you get used to it." In this way the future general manager began at the foot of the ladder.

Starting as a Brakeman. "I reported to the yardmaster ten minutes ahead of time. Sticking his head out of the door, he called out: "Hey, Simmons!"

"Once more coward hope rose in my

breast. If he could get that switch closed, the absolute certainty of instant death at that point would be over-the chances were about one in a thousand. To spur him on I again blew what then sounded to me like the despairing death shrick of the iron devil rode, and to give him every second o time possible, I shut off my throttle, with

the immediate result that the cars bumped up against the tender with a shock that nearly threw me over backward: but I hung on and watched that man eagerly as he lew with all the speed that was in him for that awitch. What if he should stub his toe, as men so often do under like circumpatriot blood. stances? It would mean death for me before I could close my eyes; and, even then, 1 renember thinking how fortunate it was for me that, owing to the proverbial laziness of flagmen, he hadn't gone out as far as the

rules required, but had stayed near the switch. "I saw him reach it and stoop down dutch the handle, and at the first effort fai to lift it out of the notch in which it lies

when the switch is open; and then I swept by like a cyclone. He had got the switch used just in the nick of time and the rush Spain. of wind from the passing train hurled him down a fifty-foot embankment, bruising is no longer a hope, but a certainty. To be im and tearing his clothes, but fortunately sure, the work is not finished. It will go on loing him no serious injury. "Well, the second section finally smashes ito the first and the usual wreck ensued.

cause the train crew took an early mornig nap "One night as I was running along at .

ood gait, crowding the speed limit a little -for I was trying to make a certain sidng ahead of the express-someone shoo me roughly by the shoulder and said: 'Hey you!' I wondered that the fireman should so energetic in addressing me; so it was in a fit of ill-humor that I pulled my beas n, and, snarling out 'What do you want? looked along the barrel of a big revolve and into a pair of fierce eyes under the brim of a slouch hat. That was all I could see. But it was enough. I had scraped a hole in the paint on the gauge lamp globe to read orders by and the ray of light from it showed me this unpleasant sight. The cab eing all in darkness the gun and eyes apcared as if suspended in space. There was lso a voice and it said: 'I want you to lack up, right here, so's we kin git off." Robbers Drop Off.

hill track, and as that place came under the " 'All right, sir,' said I, and I shut right yard limit' rule all freight trains were obliged to come in there dead slow, which off. I reached for the whistle cord to call for brakes, but the voice said: 'Hol' on, they did. Consequently conductors had beonny; none o' that; 'tain't healthy,' so I careless and were in the habit of leav let her roll. 'Git outer the way till I see,' ing this head-on switch open after they said the voice, which, as the fireman had went in, so as to be handy to get out again, and the flagman would go barely around the opened the door, I could now see belonged o a big, square-shouldered six-footer. He curve, so he could show his flag to any ontook my place at the window, and when she coming train and stop it before it ran had slowed down sufficiently I could hear through the open switch coices in the rear counting one, two, three.

Down Grade for Life.

They were counting themselves as they "On the day of which I speak I had a jumped off. The third man, after calling heavy mixed train, among them being four out his number, sang out, 'All right!' My cars of railroad iron just about in the midfriend with the ordnance climbed down on dle, and when my engine plunged into the the step and dropped off without a word, tunnel I shut her off; for she would roll all too fast after that, and need a few brakes and I went on. Presently the conductor It was early on a summer morning, came ahead to know why I had shut off. knew the crew were apt to be asleep I told him to let off a gang of tramps. That in the caboose so I called for brakes to night the express was half an hour late, and passed me in the slding, at the rate of sevvake them up, but it didn't have the deenty miles an hour. She had been flagged sired effect. I looked back as I came out of the tunnel and watched the cars following near where my 'tramps' got off. One fellow got on the engine, and entertained the eneach other out until about half the train gineer and fireman, while his three partners was through, then there came no more. I looted the express car and took up a collecpulled out at once and blew the 'broke-intwo' signal again and again, all the time ion from the passengers.

"After that all freight engines and cawatching back for the rear end of my train. poses were furnished with arms, and, as if They must have parted just on the crest of by magic, the tramps deserted our road for the mountain, and the rear section must nearly a year, by which time the guns had have nearly stopped before it pitched over and concluded to follow us, for 1 opened out become lost or stolen or useless, and gradually they returned, soon becoming as a good train length and began to think that the crew must have got their end stopped, when they shot out of that tunnel like a pestiferous as before. I don't think any of us would have used our arms, though comet, the railroad iron in the lead. Again for there are too many ways that they could I pulled out for dear life and blew my sig- have retaliated, and the ordinary risks of

Marple.

to the White House,

mer season.

CONNUBIALITIES.

Nerves Out of Tune

Just as the strings of a musical instru-nent get out of tune through lack of care

as in contact with them. Every tobacco-

resulting in the happiness of all. Bac guaranteed tobacco habit cure

hospital, Paris, since she was

No-To-Bac is the

laxed to the utmost. No-To-Bac is the tuning-key which tightens the nerves, makes them respond quickly to the emo-

Mile. Botard, the young woman whose

name has been recently placed upon the list of the Legion of Honor of the French

makes weak men strong.

petriere

nal-not a man was out on that train, and as railroading are sufficient, without making it all came through, the caboose (a little deadly enemies of the countless horde of iresponsible vagabonds

CUBA LIBRE NOLONGER A HOPE estates and families as well as their own lives to risk in the struggle, and they went into it willingly, knowing the great odda against them and the ferocity of their opponents. Passes from the Domain of Doubt to One of

"immediately on the first outbreak the governor general declared the provinces of Matanzas and Santiago in a state of slege but announced that all who laid down their TOMAS ESTRADA PALMA arms within the period of eight days would be pardoned. Under these conditions Juan Gualberto Gomez surrendered and was re-President of the Cuban Junta Talks leased, but he was immediately rearrested, court-martialed and sent in chains to the Spanish penal colony at Ceuta. This is a fair specimen of the Spanish treatment o those who voluntarily surrendered, while the when of campaign against the leaders in arms was one of bribery. From the out-

"Cuba will remember April 19 and May 1 long with the days made glorious by pabreak of the war down to the present time the government has made repeated efforts triot victories or sacred by the shedding of o buy off the Cuban leaders, but in no case have they succeeded. These are the words of Delegate Tomas

"The proportion which the revolution as Estrada Palma, the most influential Cuban sumed immediately on its inception may be leader outside the island itself and the head Inferred from the fact that within a month of the Cuban party in the United States. General Martinez Campos, Spain's greatest The dates referred to were those of the signand most famous general, was appointed to ing of the resolution of congress, which set the task of pacifying the island, a task to the seal of certainty on the Cubaus' longwhich he vainly devoted himself. Though deferred hope of release from Spanish op-General Campos didn't put down the revopression, and of the battle of Manila, which lution be attempted to do so, and ft wa gave the first practical domonstration of the while he held command of the Spanish immense superiority of the United States to forces in the island that most of the military movements of any importance tool "Yes," continued Mr. Palma, "Cuba Libre

Important Battles of the War. 'The largest battle of the war was fought until the last Spanish soldier is driven from the island, but now it is Cuba against Spain, in the middle of July, 1895, between 4,50



21



There's no difference except the price. tailor.

If you are enconomically inclined, ask the salesman to show you the \$15, \$18 and \$20 suitings. These fabrics have been selected with great care, and are in every way adapted



ase the yoke was never so galling as that ince of Matanzas, that the most important battle of the war, Malope, was fought. which Cuba has borne for 460 years. "We feel that only justice has been done Campos had tried to prevent the junction of Cuba by the action of the United States, but the forces under Gomez and Macco and had It is the justice of the brave and generous, not succeeded. Then he endeavored to crush more rare among nations than among indi- them at a single blow, but after fighting all duals. To the people of the United States day the Cubans were able to turn the left

if not impossible task.

incredible suffering on the island.

taken from the Spaniards.

In the first place, their most serious draw

back has been their lack of arms. It has

to fight in the patriot army. For the mos

part the Cubans have had to fight with guns

"They have had to live on the country,

country devaslated for three years by torch

and sword. There has been no regular com

missary department to rely on for food, and

sarily limited the scope of their opera-

"If a Cuban soldier's horse died or went

lame he had to foot it until he could get

another. If he fell sick or was wounded he

equipped hospitals, knowing that if discov

ered by the Spaniards he would be butchered

in his bed. Then, if the soldier had a fam-

ily, there was the probability that its mem-

hers would be starved or murdered, because

Spanish Cruelties.

Cuba under Weyler and Blanco? They as-

"What kind of war has Spain waged in

he was fighting for his freedom.

while the Cuban soldiers have not suffered

been impossible to arm all those who wished

patriots been defeated then it would have

four-weeled affair) was flirted off the track "A fine large sunburned black-bearded by the whiplike motion of the train in man appeared in answer to the summons. straightening out, and flying through the air

and I

"'Here's a green man I want to break in,' said the yardmaster; 'put him on top and let him pass the signal for a day or two low. until he can handle himself."

'All right,' said Simmons, who I soon found was the conductor of a 'drill,' a switch | engine crew, head breakman and all, went engine crew. He took me out to the engine down to death in their caboose-a severe and said to the engineer, a grimy, greasy, penalty, indeed for their neglect of duty in individual:

"'Bill, here's a fresh fish Dawson wants to break in. I'll put him at the head car and will continue to pay. let him pass the signal.' "I told my firemat

'All right,' said Bill sourly,

"I was then told to mount the car next the engine and repeat the signals of the man in the middle of the train to the engineer. "That seemed simple enough, but I hadn't been doing it more than ten minutes when house track at that time of day with the

the engine stopped and Bill called out: "'Hey! Hey! you there, dominie, par son!

"Seeing that he was addressing his re- old child could stop an earthquake. marks to me and not liking the impertinence looked up at the fast flying telegraph poles of such a disreputable looking individual, I and didn't dare to jump; so on we went, said:

me? was running out of each gangway in a 'Yes, I'm talkin' to you, an' ye better

What kind of a signal is that ye're givin' "Wha' d'ye want me ter do, anyway?" | trail. me? A Wild Ride.

I don't care what you do. I'm giving you

the signal just as I get it." 'No, ye hain't nuther, an' don't ye give me no back talk. Say, where do you come

from "'I am from Walton,' said I. "'Sho! I thought so-another Walton punkin husker. Say, Simmons, take this -d ornament o' yours down off o' here, and give a man that knows one signal from another, or I'll smash all the cars in the the curve and came down on her wheels yard before night."

Then he gave the engine a jerk back that nearly threw me off the car. ''Oh, he's all right,' said Simmons, 'He's

a little green, but he'll get over that;' then to me. 'Be careful how you pass the signals, bub, or the engineer can't tell what he's doing

"I told him that I was giving them just exactly as the other man did. "'Well, that's all right; Bill is kinder

cranky, but you mustn't mind that.' 'We hadn't worked ten minutes more, and

my arms were beginning to ache from the continuous motion, when Bill roared out:

"'Say! you infernal counter jumper, will you git out o' the way, so I can see that man's signal? Set down, fall down, git ter h-down off o' there! You'll scare the engine off the track, the way you're flapping Then, having occasion to go to your wings." the other end of the yard, he pulled her wide open, drenching me with soot and water from the stack, until I was a sight for gods and men. I had my best clothes on, and they were ruined

## Tired of His Job.

When we were relieved at 6 o'clock, I was tired, dirty, and thoroughly disgusted with railroading, and started for my hotel firmly determined to quit at once.

The following colloquy between the rising young railroad man and his trainmaster is an examination of the former for promotion to the throttle and lever. There is decision and nerve in the young fellow's replies, and men in other than the railroad business will note that they disclose generalship-

once or twice with his conundrums, and I would be. feared 1 wasn't making a very good showing

dropped into a river more than 500 feet be-"Now I was in a tight box, not a living oul to set a brake on those cars; for the going to sleep on the road; but one which thousands of railroad men have paid, and

"I told my fireman to close the firebox

door again and jump if he wanted to, 'for,' said 1, 'we shall probably never get to the ottom of this mountain.' I knew that the chances would be a hundred to one that meone would be working in the freightswitch open, and in that case I was bound to go in there and wreck the whole outfit, for I couldn't stop any more that a 3-year-

H

faster and faster, yet hardly fast enough; "Well, what is it? Are you talking to the old engine jumped and rolled so that we could hardly hang on to her; the coal

steady stream, the lids of the tank boxes keep a civil tongue in yer head, 'I tell ye. flew open and tools and oll cans marked our

"I don't want you to do anything, and

"I shall never forget that wild ride down he mountain if I live to be a thousand years old. When she struck a reverse curve about

two miles from the tunnel the fireman was brown clear through the cab window and literally torn limb from limb as he came in contact with the ground. I thought she had left the track altogether, for she rolled almost over, hurling me across the cab and back again, as she struck the reverse end of

who has been her private secretary for some time. He is ten years older than she with a crash that shivered every pane of Marie Van Zandt, the prima donna, who April 29 was married to Mr. De Scheriuoff, glass and loosened every bolt and joint in the cab until it was like an old basket and a Russian at Cannes, will make her house at Moscow six months of the year. She exrolled around with every roll of the engine new source of danger to me, for if it pects to travel extensively during the sumleft her it must surely take me with it.

"I grabbed the whistle cord again as soon as I was able to steady myself enough and frantically blew the 'broke-in-two' signal, hoping that it would warn any one who might, be in the switch that I was coming be married. Her affanced is Carlos Caas I was able to steady myself enough and

and couldn't stop. I couldn't see ahead very well, for it seemed as if the wind was blow-ing a hurricane, and behind me I raised such a cloud of dust that I couldn't even see the rear car of the section I had. So I just hung on desperately, blaw my warsho school and the set of Mrs. John A. Logan, her guardian. on desperately, blew my warning signal and watched the steam gauge, and as the steam went down I pulled the throttle out a notch at a time, until at length I had her wide at a time, until at length I had her wide turned up several weeks later and after ex-open, hooked up within a couple of notches planations the day was fixed for last Thursof the center, and the exhaust sounded like day. Then he sent a telegram "unavoidably a continuous roar. And now I saw ahead of me a man in the middle of the track, lan-feast, but the marriage finally took place Frides evening though the groom was an guidly waving a red flag. Yes, it was all over with me now-the freight house switch was open. Mechanically I again blew the standard over not

signal; then realizing that I had not more than half a dozen more breaths to draw in this world, a kind of demoniac f an y seemed to seize me-a desire to do ali damage and break out into ear-torturing discords possible with my dying breath, to .....inihilate when touched, so the human nerves get out of tune; and make everybody miserable that everything from the face of the earth, as it were. Clutching the reverse lever with both user's nerves are out of tune more or less and the real tobacco slave's herves are rehands, I with difficulty unhooked her and

dropped her down a couple of notches, and as fast as she was going before. I felt her leap ahead under the impetus of the longer point of cut-off and a flerce joy surged over "The trainmaster tangled me up a little | me to think what a world-beater my wreck

"Looking ahead again, I saw that the in answer to the question, what I would do flagman had dropped his flag and was runif, when running a first-class train on a ning at a breakneck speed for the switch. single track branch, I had orders to meet For a wonder they hadn't sent out the bigacademy, has been connected with the Saland pass another first-class train at the gest dunce on the train to flag. He had junction of the double track main line, and sense enough on seeing me coming and hear-

wish to express the thanks of Cuban pa-In conclusion, an engineer must be a man triots everywhere and to assure them that That was the crisis of the war. Had the of these parts: "The position of locomouba will not forget her champion; she will ive engineer is a very peculiar one, callot prove ungrateful for what has been dene. been necessary to build up the fire of revolung for widely different qualities. He must As our brave Gomez has said: "Though tion from a few scattered embers, a difficult be brave to recklessness when the occasion Cuba becomes a sister among the American demands it, and yet extremely careful, both republics, she will remain the daughter of of the machine under his control and as to the United States.' the handling of his train, for while he will "While we remember and appreciate the action of the United States, we do not forget

be held strictly accountable for the slightest damage caused either by carelessness or igthat it was made possible only by the strugnorance on his part, there are circumstances gles and the heroism of her own comrades under which the company will justify him who have shown to the world that Spain in willfully wrecking the machine to avoid could never conquer them. For three years patriots in that way, but he has inflicted greater damage. As his judgment must be they have waged a warfare marked by sufformed instantly, and amid the most excitferings and sacrifices such as perhaps have ing surroundings, and afterward put to the ever been equaled in any previous struggle evere test of comparison with some other or liberty. It has been pre-eminently a nethod which the master mechanic has war of sacrifices, waged on the part of Spain thought out in the leisure of his cushioned with a venom and barbarity of which that office chair, it can be seen that rare attainnation alone is capable, and on the side of nents must be possessed by the man on 'the the Cubans with courage in the face of sufhead end' if he would hold his job." erings, the full extent of which only the For Your Wife and Babe. atriots themselves will ever realize.

If you have a wife and babe you will aterested in the recommendation of G. arple, assistant postmaster, Coloma, M What the Cubans Have Endured.

wai

"The sacrifices of the Cubans really be-"I take pleasure in recommending Cham-berlain's Cough Remedy to the public. My wife and babe have used it and it never gan in the Ten Years' war when they gave up their land, property and slaves in the cause of independence. That war ended greatly in this respect the lack has neces with promises of reform in the administration of Cuba, promises which were not kept

and were never intended to be kept. All the abuses which had led to the war were When a young man proposes to a girl, continued, and the crushing burden of taxhe never says anything like what he thought up to the night before. ation was made more heavy. The people of had to be left behind in improvised and ill-Cuba then realized that there was no hope Miss Mary C. Smith, a Chicago girl, will of release from Spanish oppression save in marry Frank McKinley of Guthrie, Okl., in June. Mr. McKinley is a cousin of the independence or extermination, and began esident, and the couple have been invited to prepare for a final, supreme struggle. fears before the outbreak of the present hos-

It is said that Mrs. Frances Hodgson Burtilities the people within and without the nett, who was divorced recently, is soon to marry Stephen Townesend, an Englishman, island began to organize with a view to preparing for the inevitable revolution, being satisfied, after repeated and patient endeavors, that peaceful petition was fruitless.

sassinated Maceo through treachery; they "The leading spirits in this work of orhave tried in vain to trap Gomez and other ganization were officers and men who had leaders by the same means. By the infaserved in the Ten Years' war. Chief among mous order of reconcentration they have de them was Jose Marti, who for five years stroyed nearly 500,000 lives-500,000 people before the outbreak of the present war de-

who had done nothing beyond the crime of It is reported that Miss Cisneros, who a voted himself heart and soul to the cause of being Cubans. That they were Cubans is Cuba Libre. He went all over the United proved by the fact that they were and are States, wherever there were Cubans in any being starved.

numbers, gathering them into clubs, firing their hearts with his passionate description "Hundreds of old men, women and children, non-combatants, have been murdered of Cuba's wrongs and taxing their purses for because their sons or fathers, or other relafunds to be used in carrying on another tives, were in the Cuban army. contest with Spain. . To improve the organi-

tions

'Scores of estates have been laid under zation of the movement a civil and military the torch because their owners were Cubans administration was founded. Marti was at even though, as in some cases, they had op the head of the former and Maximo Gomez posed the war.

was elected to lead the latter by the prin-"The Spaniards have waged a bitter war cipal officers who had served in the former against the rich and helpless. Within six months bloodhounds have been imported into

"As time went on the calls for aid from Cuba to track hospitals. Patients and hosthe oppressed in the island became more pital attendants have been massacred wher urgent and February 24, 1895, was set as ever found, in violation of all principles o the date for the uprising. On that day the civilized warfare.

revolution was fairly begun with risings in "The most atrocious of Spain's barbar a dozen different parts of the island. By ities I do not mention, because Americans the Spanish government it was charactereven though they know something of the ized as a negro and bandit movement, Spanish character, would find it impossible though many of the most wealthy and into believe them. But we Cubans know full

fluential Cubans at once flocked to the well that the worst has never been told standard of Free Cuba. There is no need to extend the list, how Striking Examples of Patriotism. ever. All the world is agreed that Spain "A few examples will show the general can no longer have a place on the continent character of these uprisings. At Calicito, over which 'Liberty' is the watchword. He which is the center of a rich district. final atrocities are like the death gasps of Bartolme Masso, who had been a leader in some monster; her fangs will soon be turned the former war, who was a man of position upon herself. For three years, with herole and who has since been elected president courage and incredible sufferings, the pa of the Cuban republic, rose at the head of triots of Cuba have struggled for liberty fifty men. At Selba Mocha Manuel Garcia Their watchword through all that time has

gathered a few native whites and negroes been 'Independence or Death.' That chapter about him in the name of Cuba Libre. At of their history is almost written. Soon Joguez Grande the revolt was led by the they will begin to undo the work of the devillage schoolmaster, who was accompanied stroyers, to restore homes and fields, and to enter on a new career under the new watchby his seven sons. "These men were not bandits. They had word, 'Peace and Prosperity'

flank of the Spanish, who retired defeated. to the requirements of the most exacting dresser.

> The fitting of these garments will be as accurate as that of the higher priced garments.



THE OREGON COUNTRY.

Watch it. Great things will happen on the Columbia river as a result of the Spanish war. Fares are low—only \$40.00 round trip between Omaha and Portland, Ore.

Visitors to the Trans-Mississippi Industrial Fair should take this trip without fail.

We offer for 30 days the following of our own properties adjacent to Portland at prices and on terms that cannot fail to please, the property once seen, viz., a 1,000 acre farm, with 350 acres in wheat nearly ready to harvest-will yield at least 10,000 bushels.

A 50 acre bearing prune orchard, with crop maturing, that will pay 25 per cent on cost.

500 acres of four-year-old orchard in lots to suit.

A 300 acre dairy farm.

A 60 acre dairy farm.

A variety of small places suitable for mixed farming.

A splendid site for shipyard and dock, convenient for rail and water transportation.

To parties dealing with us on any of these properties we allow all expenses of the round trip. Prices on anything fixed on the ground in open competition.

Titles made clear and perfect in all details.

STEARNS FRUIT LAND CO., 275 Stark St. Portland, Ore. See Oregon and Washington Exhibits



suse ninety per cent are troubled with Prostatitia. CUPIDENE is the only k By known remedy to cure without an operation. Southast with money returned if six baxes does not effect a permanent cure of for resk circular and testimonials. 30 a box, six for \$5.00, by mail. Sen Address DAVOL MEDICINE CO., P. O. Box 2075, San Francisco, Cal. For Suite by

MYERS-DILLON DRUG CO., S. E. Cor. 16th and Farnam, Omaha

fails to cure the worst cough. It is mild and pleasant to take, too.