## THE OMAHA DAILY BEE: MONDAY, NOVEMBER 14, 1898.

President Pahls of Creighton University Goes to Chicago.

VACANT PLACE FILLED BY REV. DOWLING

Changes Made in Accordance with the Established Rules of the Jesuit Institutions of the Country.

Today Creighton university has at its head a new president. Rev. M. P. Dowling occupies the chair that for almost four years has been filled by Rev. John Pahls. There was fittle ceremony about the transfer and little delay. Rev. Mr. Dowling arrived in the city last Saturday, barely in time to take up the reins today. Rev. Mr. Pahls leaves the city this afternoon for his new field of labor in Chicago, where he becomes president of St. Ignatius college of that place. What would be an event of considerable moment in almost every university of any other denomination occasions hardly a ripple in this Jesuit Institution.

'We are all spiritual soldiers," explains Father Pahls. "We are given orders to go here or there, and we pack up and go, whether we like it or not. We are as strictly ruled as are the soldiers of General Miles or General Shafter, and we must obey orders as implicitly."

That statement explains the change in the presidency of Creighton university. The commander-in-chiefs of the Jesuits believe in frequent shifting in the encumbents of positions of prominence. Thus, as a rule, the presidents of Jesuit colleges are changed every three years. Rev. Mr. Pahls has been allowed to remain in one place even longer than that limit, for he has served as president of the local Catholic university very nearly four years.

#### Scope of University.

During the presidency of Father Pahls Creighton university has witnessed some riomentous changes. The most important has been the erection and occupancy of the magnificent Creighton Medical college, which is already resulting in a vast increase in the altendance of students in this department of the university. Another important change has been the promotion of St. John's church from a collegiate chapel to a pastorate, giving it many more privileges. In both these important changes Father Pahls has had considerable to do. His work has also resulted in raising the standard of the students. Since his arrival the requirements for admission into the university, especially the collegiate department, have been considerably raised, and the consequence is that the class of students is of a higher grade, although this progression has necessarily worked against an increase in the size of the student body. Yet the

attendance is just about the same as it was when Father Pahls became president. As has been stated, Father Pahls goes to

Chicago to assume the presidency of St. Ignatius' college of that city. This institution is much larger than Creighton untversity and therefore Rev. Pahls' new position is a more responsible one. He will take up its duties immediately upon arrival in Chicago. He will leave Omaha with considerable regret this evening.

"But, as I have told you, we are soldiers." he said to a Bee representative. "We know that our positions are not permanent and therefore are ready to leave when we are ordered to do so. I have made many pleasant acquaintances in this city and will be sorry to leave them behind. I have been in Omaha during the hard times, its days of adversity, and I am glad that the darkness seems to have passed and that I leave it

Rev. Dowling is not unknown in Omaha and Creighton university. He was president

HIS NEW FIELD OF LABOR added the confidence that when our financial embarrassments have been honorably met the world will be made to know it, how much stronger the incentive would be to struggle on to reach the goal which most men love to attain, where will be enjoyed the admiration, the confidence and esteem of our fellow men. JOHN T. DILLON.

> Polising and a state of the sta SOUTH OMAHA NEWS.

With the near approach of winter the packing houses and other corporations here using large quantities of ice are beginning to make preparations for the winter's harvest. Last year the Armour company orected immense ice houses near Ashland, first building an artificial lake. During the summer the ice houses and the hotels for the men were completed and placed in first-class condition and everything is now ready for cold weather.

Considerable work has been done by the Cudahys at Seymour lake and it is understood that the capacity for storing ice at this point is to be increased. One of the innovations at Seymour lake is a machine to cut the weeds. Everyone who has visited this little sheet of water knows that weeds grow in great abundance and in years past this growth had interfered greatly with the cutting of ice. This trouble has now been lone away with by the use of a little weedcutting craft which looks a great deal like a miniature river steamer. A big paddlewheel has been adjusted to the stern of the craft and on each paddle blades have been fixed so that when the wheel revolves it cuts the weeds growing in the water much the same as a lawn mower operates. The scheme is working well and it is thought that there will be little difficulty in keeping the lake clear of weeds this fall.

On account of the increased business at the packing plants a much larger quantity of ice than usual will have to be harvested | tenths of a cent, or for one one-thousandth and preparations to this end are being made by all of the packers.

Stock Vards Figures. Tabulated statements of the receipts and shipments of live stock are now being prepared by the Union Stock Yards company, These figures will be printed in the annual statement which will be issued on January 1. Commencing this year the fiscal year of the Union Stock Yards company will ommence and end with the calendar year instead of on December 1 as heretofore. This change makes a great deal of work in rearranging the figures showing receipts and shipments for past years. All other stock yards commence and end their fiscal year with the calendar year and after looking into the matter Manager Kenvon decided to make the change at the yards here. The book this year will beat the record in receipts and the amount of business transacted.

# Magie City Gossip.

The fire department was called to Cudahy's resterday by a false alarm. There will be a meeting of the Board Education Wednesday night.

Mr. Moor conducted services at St. Clem ents' mission last evening. "Seeking Christ" was Rev. Walter S. How-

ard's topic at the Episcopal church last night Contractor Finley worked a gang of

all day yesterday on the new city hall building. Rev. Herbert P. Espy delivered an in

teresting address to young men at the Y. M. C. A. yesterday afternoon. The new Joslin block on Twenty-fourth street is nearly ready for the roof. Burness & Parks, the contractors, are rushing the work while the good weather lasts. There was a fight at the music hall on N street late Saturday night and William Hughe, Tom White and Jim Ford were arrested for taking principal parts in the with every prospect of a bright and prosper-ous future before it." Rev. Dowling is not unknown in Omaha

TRANSPORTATION FIGURES Railroads of the United States Employ

850,000 Persons.

MILEAGE OF TWO THOUSAND CORPORATIONS Interesting Array of Facts About Transportation Systems Complied by Doty, a Pullman

Expert. The following statements based upon the latest official reports and brought down to September 1, 1898, by means of ratios and by computations carefully made by Duane

Doty of the Pullman company, cannot but be of interest to all men engaged in transportation. An instantaneous photograph

of any domain of human activity, says Mr. Doty, constitutes an instructive study and especially so when it includes our own field of effort. From twenty-two miles of railroad in 1830, and in less time than the biblical span of three score years and ten allotted to the life of man, our railroads have reached their present magnitude, though still in the morning time of their evolution. Had our country today, exclusive of Alaska, as many miles of railroad proportionately as the state of Illinois, it would have 600,000 miles of such roads, or considerably more than three times its present mileage, or, really, a greater mileage than that of all the existing railroads of the world. A good laborer able to earn \$2 a day, working as a carrier of freight does in Africa, could transport one ton, say of lead, one mile by working hard for four days. In other words \$8 would

be a fair price for the work that would have to be done. But our railroads now carry one ton of freight one mile for eightof the cost of doing that amount of work by muscular effort alone

Population and Mileage.

Had the whole population of the globe the same amount of railroad mileage proportionately that we have in the United States, the world's railroad mileage would be 4,500,000 instead of one-tenth of that amount, as now. Our periods of existence may well be looked upon as the childhood of the race. A retrospective review of our railroads, a glance at their present condition and glimpses afforded of their probabilities and possibilities fully illustrate the truth that we are only in the dawn of our material development. The habitable portions of the earth's surface, comprising only about two-fifths of its land masses, even with our present very imperfect agriulture, can easily support four times the present population of the world, or 6,500,-000,000 human beings, and this number will be reached 250 years hence, or by the year

2150 A. D. Length of roads now owned by 2,000 corporations, 186,500 miles; double, triple, quadruple and yard tracks, sidings and turnouts, 58,000 miles; total of all tracks in the United States today, 244,500 miles. The average value of our railroads is usu ally placed at \$60,000 a mile, though it is a little more than that; at this rate 186,500 miles of road is worth \$11,191,000,000. The

investments in these roads, including capital stock, funded, unfunded and current debts. can safely be placed at \$11,500,000,000. Our population is now 73,000,000. If the wealth of our country has increased in the last eight years proportionately with the increase he ween 1880 and 1890 the wealth of the whole country today is \$84,000,000,000, or \$1,150 for every man, woman and child of the population. The average wealth in 1850 was only \$308 per capita, the increase being nearly four-fold since then. The wealth of our country is now increasing at the rate of \$6,000,000 a day. One-seventh of our wealth is in rail-

Employes and Pay.

the necessary papers could be procured. After spending the fight in Council Bluffs Henry decided to come to Omaha without further delay. He is a son of old John Henry, a character well known to the police.

who is now serving a term in the peniten-tlary at Sloux Falls, S. D., for making and passing counterfeit money. Most all of the goods which Henry took from Proctor's gal-lery have been recovered.

The sconer a cough ur cold is cured without harm to the sufferer the better. Minute Cough Cure quickly cures. Why Why suffer when such a cough cure is within reach? It is pleasant to the taste.

LANGUAGE OF THE LOCOMOTIVE.

Peculiar Tooting of Whistles Under stood by Railroad Operatives.

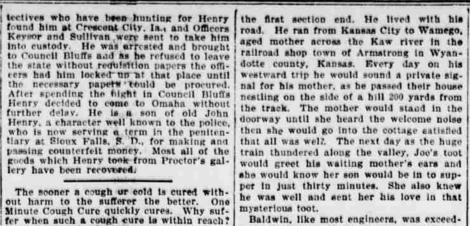
Nearly every man in this country has felt personal grievance and annoyance when some noisy locomotive has whistled sharply near him. He has frowned in disgust and asked the oft-repeated question, "Now, why did that fellow do that?" He feels that noises distressful and unpleasant abound which he must endure without having the shrill shrick of the engine dinned into his Yet the engineer never pulls the ears. whistle lever without good reason for so doing.

Locomotive whistles can be nuisances. In several states, relates the Chicago Chronicle, they have been tested in courts and held to be objectionable, in spite of the protests of the companies. In Indiana one judge who lived in the country near a railroad track took "judicial notice" of a custom on the part of engineers to emit prolonged whistles when making a crossing near the judicial home. This Knox county judge decided the whistling was a nuisance and disturbing to his morning slumbers, so he issued his injunction. The case was appealed, but the supreme court sustained the court below to

the extent of restricting the duration of the whistle, although it was shown that the shrick was a legal and physical necessity. The engineer must whistle the crossing, but must do it in the shortest possible time. Out in Leavenworth, Kan., the First Methodist church has brought suit against the Chicago Great Western railroad because the whistle of the engines passing the church disturbed divine worship. The trains pass close to the church, which is located in a thickly settled portion of the city. It is just far enough away from the station to make it a good point to blow the incoming signal. The rules require all engineers to whistle all stations whether the trans stops or dashes through. The church people declared the whistling at this particular spot was a nuisance and, not having an injunction judge, laid damages, with good prospects of winning the suit.

Yet, in spite of these instances, the using of the whistle in moderation is a public necessity. The signals used also form a very interesting and intricate code. If the general public were more familiar with the meaning of the tooting of the engine whistle the general public in all probability would cease reviling the smoke and grease begrimed engineer or fireman for doing as he does. He cannot help himself, for he is under orders. The law makes it his duty, and he never toots a toot without some definite and important meaning being concealed in the noise. The man whose attention is thus directed to the train knows what it means, and the public safety is thereby secured. Every schoolboy almost knows the mean ing of the signals to stop, go ahead and back up. Many of them can tell what is meant when the whistle sounds merrily two long and two short blasts. They can even tell the difference between the brake signal in the switch yards and the slow-down signal as the train approaches a station on the main line. But there are many signals by bell and roads, or \$160 for every member of our popwhistle which are known only to railroad men. Some codes are known only to en-

gineers and firemen. For instance, if the engineer gets the con-



ingly skillful in playing on that whistle. It was one of the ordinary type with but one orifice instead of three, as the callope brand now in quite general use has. His signal to his mother was a prolonged blast varied by ascending and descending tones, gentle and sweet. At other times he would cut loose with an ear-piercing blast and again make the whistle toot like a fog siren.

The language of the locomotive can be well expressed by dashes and dots, much like those used in telegraphy. For instance, a long dash alone indicates that the approaching train will stop at the station. If a "flag" station, this is in reply to the order to stop. All stations are signaled when the train is within hailing distance. One short dot means set the brakes. It is not in use as much as formerly, owing to the perfec-

tion of the air brake system. Still it is a halting signal and will very likely survive many moons yet. Two long dashes followed at a short interval by two sharp dots means that the train is whistling down a station or crossing and will not stop, but glide through without sensible diminution of speed. Four dots means the train will take the siding. A short, sharp dot, impatient and attention compelling, means the engine

is waiting for the safety signal at crossing enjoys the fun more than the dog does in and that you are not permitted to catch fish or turn. The tower man knows what is wanted and gets busy with his levers at once. A wild shrick, short and sharp, means that is all the precaution that is necessary. When night comes "Mac" leaves her danger. A signal also used to indicate danger is a dot, dash and dot. The men on perch and walks over to a lieutenant's tent the engine can generally be seen taking a near by, creeps under his cot and makes jump after this signal. herself comfortable until morning. As far

Every road has private signals, used only as is known she is the only eagle in the by its employes. On one which has a termicorps.

nus in Chicago the men have established i code by means of which they communicate with each other. One of these puts the boys at a given station "wise," as they say, to

the fact that the superintendent is abroad. A long dash, beginning low-toned and rising to a shrick, then dropping down to a sor rowful wail, means "I've got the old man aboard." Then the station men get mighty busy as that train thunders in and stops. Half a dozen dots means that the englneer has a new boy at home. Five means that the child is a girl. One dash and two dots tells them all that trouble is brewing and a strike may come at any time. Every movement of every man on the line in the

gineer's whistle. He can tell a whole history by means of his cord and he does it, using also the regular code sounds for official business.

## "MAJOR MAC" AND THE DOG. Mascot Eagle of the Fourth Illinois

Takes a Ride. There was a howl of agony from a dog n St. James Square recently, relates the Savannah (Ga.) News. It tore around the square, rushing between the tents and velping as though in great distress. Astride its back was an eagle, one of the pure American variety. Its claws were firmly fixed in the dog's back and its wicked look. ing talons were ready for a plunge into its flesh when a lieutenant came to the rescue and grabbed the eagle as its canine prey rushed by him. The dog's record as a runner will never be surpassed. A jack rabbit never loped over a Texas prairie with

greater speed than the dog exhibited as it ore out Barnard street toward the com-



the end. The soldiers have to keep a watch to prevent children from worrying her, but that is all the precaution that is necessary, stranger. 'I'm feedin' 'em.'"

COBRA ON HIS TROUSERS LEG.

British Officer Saves His Life by Keeping Perfectly Still.

Dinner was just finished and several English officers were sitting around the table, relates the Scottish American. The conversation had not been animated and there came a lull, as the night was too hot for small talk. The major of the regiment, a

clean-cut man of 55, turned toward his next neighbor at the table, a young subaltern, who was leaning back in his chair with his hands clasped behind his head, mense and call for our exclamation of sur- staring through the cigar smoke at the ceiling. The major was slowly looking the not liliputians by Great Britain's largest man over, from his handsome face down, gun, "The Royal Sovereign," are still most when, with sudden alertness and in a quiet, steady voice he said: "Don't move, please,

The Royal Sovereign was an experiment Mr. Carruthers, I want to try an experiand as is so often the case a failure, as far ment with you. Don't move a muscle." "All as certain requisites in the duty of a gun right, major," replied the subaltern, withare concerned. Too large, and therefore too out even turning his eyes; "hadn't the least heavy, this immense expenditure of time idea of moving, assure you! What's the and money lies in retreat at a naval arsenal game?" By this time all the others were where it can be seen only, its days of trial listening in a lazily expectant way. "Do having passed. One hundred and ten tons you think," continued the major-and his of steel, enough metal which, if converted voice trembled just a little-"that you can into railroad tracks, would reach out twenty keep absolutely still for say two minutesmiles; enough steel, if rolled out into plates to save your life?" "Are you joking?" of one-quarter of an inch in thickness, to "On the contrary, move a muscle and you cover the flooring of any two school rooms are a dead man. Can you stand the strain?" in the country. Forty-four feet long, The subaltern barely whispered "Yes," twenty-five inches in diameter at the muz- and his face paled slightly. "Burke," said zle, with thirty-one inches in diameter at the major, addressing an officer across the the breech. To drag such a gun it would table, "pour some of that milk into a saucer require eighty-four horses; to man and fire and set it on the floor here just at the back it a crew of thirty men is required irre-spective of the steam power that would be was spoken as the officer quietly filled the necessary to sight, charge, and, in short, saucer, walked with it carefully around the table and set it down where the major had bring the gun in action. Three thousand dollars to fire a gun and indicated on the floor. Like a marble statue

yet war is deemed a useful expenditure of sat the young subaltern in his white linen money by many of our sages. Eleven hun- clothes, while a cobra di capello, which had been crawling up the leg of his trousers, dred pounds of powder to drive 112 pounds of steel. What would our ancestors who slowly raised its head, then turned, defought under Nelson, Perry or even of more recent times and heroes say to such a gun? Now as to discrete say to such a gun?

snake lay dead on the floor. "Thank you,

major," said the subaltern, as the two men

shook hands warmly; "you have saved my

life!" "You're welcome, my boy," replied

A Good Enough Morgan.

The following conversation, reports the New York Press, occurred between a pro-

noter of large enterprises, a banker and a

the senior, "but you did your share."

TRULY A MONSTER GUN. Great Britain's 110-Ton Gan, th Largest Built, but a Failure. The big 13-inch guns that are mounted. wo in a turret, on our battleships lock imprise when we are shown them, yet though

noticeably smaller. secret is chronicled by the tooting of the en-

of the institution some ten years ago, leav ing in 1889. He was president of a Jesuit college in Detroit after that and later was pastor of the Holy Family church of Chlcago. Recently he has been pastor of the Church of Gesu of Milwaukee and came to Omaha from that city.

### Activity of Vesuvius.

Much anxiety has been caused in Naples by the renewed activity of Mount Vesuvius. An overwhelming danger of this description produces universal terror. As a matter of fact, there is little likelihood that Mount Vesuvius will do any serious damage. On the other hand, thousands die daily from stomach and digestive disorders who might have survived had they resorted to Hostetter's Stomach

ing.

Bitters. It is the greatest of known tonics for stomach and digestive organs. It cures kidney, liver and blood disorders.

DEBT-PAYING IS A GREAT VIRTUE.

Mr. Kilpatrick's Kind Words in Behalf of Mr. Stonehill.

OMAHA, Nov. 13 .- To the Editor of The Bee: In a recent issue of The Bee appeared a very nice article from Thomas Kilpatrick, commenting upon the honorable act.of Mr. Stonehill in paying the balance of a debt for which he already held a recept in full. Now this was indeed very bonest and upright on the part of Mr. Stonehiff, but the most remarkable feature of this whole case is the broad gauged, noble disposition demonstrated by Mr. Kilpatrick in giving the payment of this debt the publicity it so richly deserved. It will make many men who read it feel like taking on

a new fease of life. It is too often the case that when one pays a debt long past due he is met with a sneer and a rehearsal of that often times insulting phrase of "it's better late than never." So many of us are ever ready to parade before the public the debts that are owed us, but how very few are equally ready to scatter broadcast the news of the payment of those debts. Could each man in financial trouble know that he would receive the philanthropic treatment that was accorded to Mr. Stonebill, how much easier he could bear up

under and eventually rise superior to the unfortunate crises of life that so often overtakes the best of us. If in addition to that priceless boon-a clear conscience-could be



James O'Brien, 12 years of age, was taken in charge by the police yesterday and is being held to await the arrival of relatives According to advices received by the polic the lad ran away from his home at Colum bus a day or two ago. It was upon a de-scription furnished by the boy's parents that the arrest was made.

Tonight twenty members of the local Y.

M. C. A. will meet at the association rooms to devise ways and means of increasing the membership roll to 500. A thorough can-vass of the city will be made and it is expected that a great many newcomers avail themselves of the opportunity offered and join the association. This committee of twenty will have charge of the canvass and reports of the progress of the work will be made from time to time.

Francis, the 5-year-old daughter of Mr. and Mrs. Herman Krittenbrink, Twenty-

and Mrs. Herman Krittenbrink, Twenty-eighth and E streets, died yesterday fore-noon. The child had been slightly ill for a day or two, but nothing serious was looked for. A physician was called Saturday night and the pulse found to be very weak. Mild restoratives were administered, but in spite of all that could be done death came shortly after sunrise. Dr. Slabaugh, who attended the girl, gave heart disease as the cause of death.

ary entertainment will be given at the Bap-tist church, when the following program will

be rendered: Vocal solo, "When the Hear is Young," Miss Louise Blanke; reading selected, Mrs. R. Roudebush; Delsarte move

Cure. It is so good chilidren cry for

companiment on the plano.

The city council is billed for a meeting tonight and possibly some matters of im-portance will come up for disposal. Aside from routine business the council will most likely allow the pay of the members of the Board of Registration. The Second ward fire hall matter will be disposed of one way or another. In case the mayor vetoes the on Twentleth street the mayor veloes the resolution ordering the purchase of a lot on Twentleth street the question will be recogned, but if the mayor allows the meet-1893.

that nearly 40 per cent of the total freight ing to go by without any action the resolu-tion will stand. cars constructed in 1897 were for the Baltimore & Ohio railroad. On Tuesday evening a musical and liter-

For the years preceding the World's fair we built the normal number of cars needed. but since 1892, through the years of business Men's \$2.50 Weltsdepression, or for the five years ending 1897. A new shoe-a genuine welt bull dog

selected, Mrs. R. Roudebush; Delsarte move-ment with plane accompaniment, Mrs. Jes-sie Brown Dorward; recitation, selected, Ruth Shinrock; vocal solo, "A Red, Red Rose," Miss Louise Blanke; reading, "The Honor of the Woods," Mrs. Dorward; vocal solo, "Gaily Chant the Summer Birds," Louise Blanke. Mrs. Keck will play the accompaniment on the plane. we built on the average only 41,000 freight cars a year. There are indications that the year 1898 will show much greater activity in this line. The railroads of the country could use to advantage 200,000 more freight cars than they now have. It is clear that renewed activity in freight car building

nust continue for some years. Overcome evil with good. Overcome your There are now 36,000 locomotives in use oughs and colds with One Minute Cough 10,000 of them being in passenger service All these passenger engines are fitted with train brakes and over half of them with

automatic couplers. Each passenger engine handled upon an average over 50,000 passengers during the year and ran nearly 1.250,-000 miles. Each freight locomotive on an average drew 30,000 tons of freight.

Our freight trains for the year ending September 1 carried 769,000,000 tons of freight and every ton was carried on an average 125 miles, making in all 95,000,000,000 tons of freight carried one mile. While the average cost of carrying a ton of freight one mile was eight-tenths of a cent it was only six-tenths of a cent in some of the states. The cost of carrying freight has steadily

fatien from 2 cents a mile per ton in 1867 to its present low rate. Our railroads last year had to carry a ton of freight 1.530 miles to make \$1 and the freight work done was equivalent to carrying one ton 1,300 miles for every man, woman and child of the population. Over three-fourths of the reeipts of our railroads are for freight. Our railroads, with their 10,000 passenger

engines and 38,000 cars for passenger trains, carried 550,000,000 passengers during the year ending September 1 and received for this service \$275,000,000. The roads had to carry a passenger 500 miles in order to make \$1. The net earnings of the roads for the year were a little more than \$1,000,000 a

day. Thief Brought Back to Justice.

Francis Henry, alias Silvers, who broke into Proctor's photograph gallery the even-ing of October 28 and stole goods to the value of \$150, has been diligently sought for by the police ever since. Saturday de-Captain Seth Bullock, late of Griggsby Rough Riders, is in Omaha on his way east. He has a big railroad deal in connection with Deadwood and the Hay Creek coal fields on hand.

The railroads of the United States now employ \$50,000 persons and the average annual pay of each is \$565. A few officials receive large salaries, but the 80,000 station men and track repairers and the 70,000 switchmen, flagmen and watchmen all get small wages, though their pay is sure and their employment is, as a rule, uninter-

rupted. There are now 450 employes to every 100 miles of road, or four and one-half to every mile. Exclusive of sleeping cars our railroads now have 1,325,000 cars of all kinds, or

thirty-seven cars to every locomotive, or seven cars to every mile of road. Inclusive of sleeping cars there are now 38,000 passenger, mail and express cars in use. Considering the life of a freight car twelve years and its earnings after that length of service will barely keep it in repair, it is clear that about 100,000 of these cars now

annually go into scrap. In other words, 100,-000 new freight cars are needed every year to replace those which are worn out, to say nothing of the additional cars required for new roads and for the natural increase of freight business. The following tabular

statement is full of interest as well as of significance to car builders. It is a record of the freight cars built in the United States for the years indicated: 

95,000 95,000 52,000 1895 1896 1897 .......... \*\*\*\*\*\*\*\*\* It is interesting to note in this connection and who was in charge.

road men:

is on her.'

man.

Increase in Equipment.

luctor's hand or light signal to proceed, he cuts loose with two sharp, short toots. If he for any reason wants to stop he emits a long-drawn out wail in one note. If he seed danger and wants the brakes in a hurry on a freight train he sounds a flerce, short signal blast which fairly lifts the brakemen to the decks of the cars. He repeats this once and active, and while not inclined to be a or twice, according to the imminence of the

all vicious, has power enough to whip the peril. In the yards the short-stopping sigbiggest and worst dog that invades her ternal is used as distinguished from the one ritory. "Mac," as the boys of the company used before reaching a station. Three toots prefer to call her, is never chained. means that the engine is about to reverse its usual method of procedure.

Every engineer and every fireman has his own private signal. He can be recognized by his mates even if his cab flashes past too rapidly for anyone to make out his features. wing is kept clipped close enough to permit He may be hidden under the hood, yet every the bird to fly up to her perch, but no furman on the road knows he is at the throttle ther. "Mac" has become the center of ator scoop. Scraps of conversation of this traction for visitors to this miniature camp kind can frequently be heard in a group of of the provost guard and many a fair hand has stroked her head during the few days the company has been here. "Mac" is like "There goes the twenty-five. Bill Higgins a poll parrot in some things, and is not "Yes, that's Bill's toot. Wonder when he

averse to the attentions of the ladies. got her? He used to run the thirty-seven." "Mac" has been with the company, which To the layman the sound emitted by the hails from Vandalia, since it was sworn into the service of the United States. The bird is about 18 months old, it is believed.

She was caught about a year ago and was given to the company to carry into battle and shrick defiance to Spanish bullets or

necessary. Being well fed and well cared for, "Mac" is perfectly contented with her tot. Occasionally a dog comes along and

shows an inclination to torment her. "Mac"

Now, as to distance, a shot leaving the "Major Mac," as the eagle is known, is the special pet and mascot of Company I, Fourth Illinois, which is camped on the west side of the square in front of Odd Fellows' hall. The "Major" is the finest specimen of the American emblem that has been seen in these parts. She, for the name is a misnomer as to sex, is well groomed, strong

sume a farm house or barn struck by such a weight would look nothing short of one isited by a cyclone.

capitalist: This immense piece of steel was built, for The Promoter-The capital stock will be built is a more appropriate word than made, \$10,000,000

for the British navy, but, alas! its use-fulness died young. After a few trials it cern? That's all I want to know. was pronounced too expensive and too big for service. Other data upon this monster for one, and Henry-

for service. Other data upon this monster The Capitalist (interrupting)-John Mor-gan? Who is he? I don't know any John Morgan. What is his business? Where does engine of war is as follows: Diameter of projectile, 16 inches; total muzzle energy, 54 feet; muzzle energy per ton of gun, 492 he live?

tons; perforating power (iron taken as the metal against which it was sent), at muzzle 37 inches, at 1,000 yards, 30 inches, at 2,004 yards, 28 inches. In other words the pro-J. Pierpont Morgan.

yards, 28 inches. In other words the pro-jectile of this gun would pierce thirty-seven inches of wrought iron were it placed in front of its muzzle and twenty-eight inches if placed at a distance therefrom of 6,000 feet. The Royal Sovereign was two years undet The Royal Sovereign was two years undet

The parting on the side came in after years.

Hill's British Columbia Railway. SPOKANE, Wash., Nov. 13 .- A Nelson, B.

"'Jim' Fennessy, the well known the- C., dispatch says: atrical man," says the Cincinnati Enquirer, James J. Hill is to begin at once on his

atrical man," says the Cincinnati Enquirer. James J. Hill is to begin at once on nim "is an ardent lover of fishing, and the lake new British Columbia railroad from Bon-on his Kentucky farm is well stocked with ners Ferry, Idaho, to Nelson. The contract base and other game fish. Recently he dis-, was let Saturday to Folliet & Guthrie. The covered a stranger fishing in the lake. 'Jim' line will be known as the Nelson & Bedling-didn't know it, but the stranger had been ton. It will be about sixty miles long. fishing all day and had caught nothing. 'This will give the Great Northern a second fishing all day and had caught nothing. This will give the Great Nor "'Are you aware that this lake is private artery into British Columbia.

## We Do the Framing—

construction and cost \$200,000.

A Fish Story.

We've always done the most of it-have a big factory on Izard street that we keep busy all the time making picture frames-that's the reason why we do framing so cheap-another reason is that we don't care to get rich from one frame -our prices are about half-fact is, were you to buy lumber-yard moulding and make them yourself you wouldn't be able to save much-and with us you have the choice of over a thousand different mouldings that represent all the new and desirable styles-you are invited to look through our picture collec-

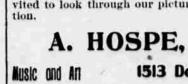
**1513 Douglas** 

## When You Get Down—

With the grip-if you let us prescribe a remedy you won't stay down longyou will find anything in our stock of valuable specifics for grip-influenzapulmonary disease of all kinds-and throat troubles that-if taken in time will prevent the developing of dangerous diseases-our prescription compounding department is in charge of competent registered pharmacists and we supply them with only the pure and fresh drugs-no prescription too difficult for

The Aloe & Penfold Co Largest Rotall Drag Honor Farnam Street. OMAHA





A. C. RAYMER, WE DELIVER YOUR PURCHASE. 1514 FarnamSt.

-this is the first time that we have attempted to get a genuine welt to sell at \$2.50-but you can depend upon its being just what we claim for it-can have half soles sewed on instead of nailedan every day shoe for the every day **Drexel Shoe Co.** 

Omcha's Up-to-date Shoe House.

1419 FARNAM STREET.

toe and full double sole-in black only-

to those looking for a good, durable shoe

-and at the same time a good walking

Our Line of Cutlery-Scissors, etc., has been lately added to

until now it is more complete and varied than ever before-every man or boy knows the value of a good knife-every woman or girl the value of a good scissors-ours are the kind that prove satisfactory-knives as low as a nickel, but of course these ain't much of a knife, but the 25-cent ones are crackerjackssome elegantly finished and pearlhandled knives at \$3.00-We are showing a very desirable line of carvers-stag bone and pearl handle sets, the best of steel blades,

shoe-with no nails to hurt the feet-all at a small price-can find it in this shoe

escaping steam conveyed no intelligence. It was not one of the regular code signals, was distinct and peculiar, a sound made by no other engineer on the line. Every one of Higgins' mates knew he was on the engine, recognized the voice of the big machine and Cuban machetes, if that should ever be without looking at it could tell the number "Joe" Baldwin was formerly an engineer on a passenger run on the Kansas Pacific

mouth of the Royal Sovereign would carry, it is scarcely necessary to say, not as far as one sent from a gun of smaller caliber, the laws of physics answering this question. Still four miles is a great distance to drop 112 pounds of steel, and it is fair to pre-

A pole has been put in position about four feet above the ground and there she perches and plumes her feathers in the warm sun, occasionally dropping to the ground for a stroll over the grass. One