#### COMING DOOM OF THE HORSE

Burdens of the Noble Animal Going to Motor Trucks and Carriages.

THRESHOLD OF THE HORSELESS AGE

Growing Demand for Antomobiles at Home and Abrond-Wholly Satisfactory and Trying Test at Liverpool.

LIVERPOOL, Sept. 9 .- Whether it means the doom of the horse as a draught animal is what all this part of the world is wondering. Long ago France, England and finally America reluctantly made up their minds that the advance of the automobile would do away with our "gentle friend" as a mogive power for pleasure and light driving. drags, and runabouts, and phaetons, believed that perhaps steam, or electricity,

taid out, over all sorts of highways, for the Liverpool country road contests. Two days were given to this under the dragging burden of heavy loads, and the engines moved steadily along the route, barring a few minor mishape, at a speed varying from four to six miles an hour. At present the law does not allow a greater speed to that class of engines. Two judges and followers traveled by special automobiles, the freight wagons being officially stopped on several of the steepest grades, both up and down, and the time was telegraphed back to Liverpool from specified points. Besides the regular cargo of corn, the winning Thornycroft carried seven passengers, aside from its driver, and led the way throughout. All the yehtcles received their stores of fuel and water before starting and were not permitted to take on more, except that water was provided at fixed points, if necessary.

Question of Economy.

Cost of present means of transport is par ticularly evident in a commercial city like Liverpool, where thousands of cotton bales, boxes of produce and merchandise of all Now-on the heels of the automobile cabs, kinds are moved daily at an enormous expenditure of money. Goods landed from and coaches, and so forth-comes the auto- ships have to be carted from the quay to mobile truck. For some years men have warehouses or rallway sidings, transshipped upon the railway wagons, conveyed therein or condensed air, or petroleum, or another to inland towns and carted once again, and



WITH TRAILER CARRYING FOURTEEN TONS, ONE OF THE PRIZE WINNERS AT THE LIVERPOOL TRIALS

wholly mechanical motive power, might be sometimes twice to their destination. While properly and successfully used in light traf- such a tedious and expensive journey may fic, but they have looked to horses for strong be inevitable where the goods must be conhauling. Certainly the horses were never veyed for long distances it is obvious that bred that could have accomplished in the any method of transportation which would same time and at the same expense what receive the goods in Liverpool and carry the "autotrucks" (that is the name which them over all sorts of roads right to their has been given to them) did the other day purchaser up to fifty miles away, would be

a boon in economy to merchants and manin their official trials here. To deliver merchandise direct from the ufacturers, thus also lessening the cost to the ship to the shopkeeper, to do away with the consumer. The American who travels in many handlings and transfers now necessary this part of England could almost imagine in shipping goods; to tie Liverpool more himself in the bustling United States by the closely to New York and Chicago; to bring signs of enterprise displayed in such towns all the world's centers of trade and industry as Liverpool, Manchester and Birmingham, nearer and easier-these were the ultimate in contrast to fogy old London, tramping aims of the second contest between auto- along half a century behind the times. Brisk trucks held by the Liverpool Self-Propelled methods of business prevail hereabouts, and

given the severest tests possible, and they possibilities which last year's autotruck demscored in consequence the most notable suc- onstrations opened up for the saving of time occess that the automobile has ever regis- and money in the handling of goods. Theretered in all the world as an industrial agent. fore, the supporters of this year's exhibi-People said it was impossible that the mam- tion were come of the leading commercial moth autocars would ascend hills rising one people of this city, who are now aiming to foot in nine while bearing a total of more tie Liverpool trade to Manchester and all the than seven tons in weight; but it was done, country round by putting on lines of freightand one system has two gold medals to prove ing wagons to give a cheap and rapid deliv that the autocar can rapidly go up and down ory service from the wholesalers to their rocky steeps with heavy loads, where the provincial customers. strongest teams of horses would slip and stall

The Severest of Tests. Everton Brow is the steepest and most

difficult hill in Liverpool and its equal can hardly be found in all the United Kingdom. It is paved at different points with macadam, asphaltum, stone and wood, all of which are more or less trying in a test of this kind on a steep gradient. In addi-tion, it takes three turns, one of them being an acute angle, and had the road been made to order as a hill-terrifler, it could hardly have better served its trying pur-Three separate hill-climbing tests were made on the first of the three days

As a starter each wagon was sent up empty and down again. Then they were loaded with sacks of corn, and in each trip up and down the car was stopped by signal on the most precipitous part of the rise and descent. To add to the difficult undertaking the hill was watered in its steepes portions and on the sharpest turns. Some of the five contesting cars slewed around with their hind wheels and skidded a bit on the difficult turns, and two of them had to make a double start before they got away for the climb. One of the heavy ve hicles threw the spectators into a fever of excitement by a threatened bolt when on the most dangerous part of the hill, and a runaway, an upset and a steam explosion seamed imminent for a minute or two. But the driver stuck pluckly to his fractious mount, and by whirling it in a back and circle was at last able to bring the vehicle under control to try again, and success fully. It was the most exciting incident of the contest, and proved the value of a good man in charge of the machine. Quicker Than Horses at Starting.

At a whistle from the judges the cars were stopped going up and down, and the first complete arrest on the descent was made in eleven feet. The next driver kept his heavy van well in hand and pulled up in nine feet, but the Coulthard machine bear them all in its prompt response, which set the wheels motionless in six feet after the whistles sounded. It was quicker time than the best trained team could make. On the space of eighteen inches.

Genuine freighting loads were carried. One of the medal winners weighed in itself over three tons, upon which was loaded four tone, and a heavy trailer attached with two and one-half tone more. Yet it walked moth American railway locomotives, and in off easily with this heavy drag, and could this way a vaster power and a greater evidently have done more.

only successful hillelimbers when well laden. If unloaded there is not susfficient weight upon the wheels for them to grip the earth on a steep ascent, so that there will, for the future, be no economy in working light; to save the team."

Thirty-five miles and more was the course



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rapid cross-country postal delivery service. it did not take long for the keen business Five systems of heavy horseless vans were men of Lancashire and Yorkshire to see the don and Brighton route, which needs speed-Such a one is operating now on the Loning-up to meet the requirements. Private about the country, one of these lying between Bedford, where lived and wrote John reads and against heavy grades. Bunyan, and Kempston, a neighboring village. One day recently 387 passengers were

Just

Received.

twopence, and the trade is rapidly growing.

taken almost daily now. John Stirling drove his motor degeart from Edinburgh to London lately, making one day 170 miles, and the first long motor drive in Ireland has been motor car stage routes are being established performed by Dr. Colohan of Dublin, who made 122 miles in eleven hours over rocky

Horseless cabs have not as yet proved t success in conservative London and the carried the three miles for the regular fare of project is temporarily abandoned, ostensibly by the lack of drivers to operate them. The United States has definitely entered The company had a hard time of it and the competition in the world's markets their operatives suffered many indignities against both the French and English makers. from the ubiquitous hansom and "growler" American machines are now entered at cabbies, of whom there are more than 17,nearly all contests in Europe, and western 000 in London. Many of the horseless wheels are being ridden in increasing num- drivers gave up their positions, some of bers in Paris, the home of the automobile, them to take private situations as autoas well as here. The artistic Parisian has mobile drivers, and the management has not been a long time in getting lines of beauty yet been able, they say, to find capable onto his wares, although one can now see substitutes. A deeper reason than all is some real beauties in the show rooms of the the evident aversion of the shilling-paying

Food of the Future Compressed Into the Convenient Form of Pills.

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Prospective Solution of Various Problems that Vex Housekeepers and Caterers-Features of the

and the matter of housekeeping is very

But the scientists have done very much you can and will assimilate easily.

come down to breakfast there need be no low of water, you will have eaten your a moment, and you have had your milk. If you prefer chocolate or tea, there are

Waste in the Kitchen.

This food of the future must make many changes in our mode of life, and largely contribute to our health and comfort. there is no more marketing necessary, no more quarreling with the butcher over short weight and poor steak, when Bridget can't burn the steak to a crisp any more, and there is neither need for the ice man nor the garbage man, living will be relieved of many of

Away with the Dinner Bucket. This compressed, prepared food will also be of great value to the workingman, who

SOUARE MEAL IN A CAPSULE pocket instead of carrying a tin pail full of all kinds of things that are a mess when it is time to eat them. It must be cheaper than the food of the present, for it will be prepared in large quantities and there will be no waste. All parts of the ox, for instance, are equally nourishing, and the neck will be as valuable for this food as the tenderloin. It is impossible to think of all the problems which this food may aid in solving. But of one thing we may be certain, that it will be of infinite value to the explorer and the traveler. Polar expeditions will be greatly simplified, for a man can easily pull on a sled all the food he will want for a year in the compressed form. There is no more need for whole colonies of reindeer or dogs to drag the provisions; each man can take all that he needs for a long time to come. But undoubtedly the chief boon of this food of the future will be in its solution of the housewife's prob

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lems of help and supply.

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## ciation of life's enjoyable features. FRED KRUG BREWING CO., Strong Wrink is Death 10月 DR. CHARCOT'S TONIC TABLETS tre the only positively guaranteed remedy for the Drink Habit, Nervousness and Molancholy caused

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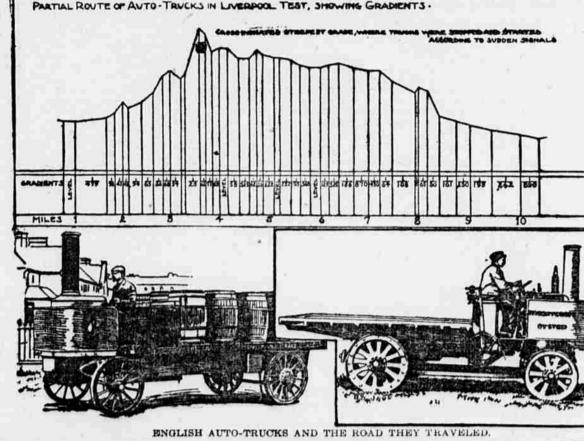
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steamship docks on the ability of the driv-

ers to maneuver their wagons in such nec-

essarily small spaces as are met in directly

loading and unloading vessels. A masked

bay, about half as long again as a motor

wagon, was arranged some twenty feet

Rigid tests were made at the Liverpool

ful training as motorneers. cars heavier and heavier, like the mam-

speed may be expected to develop. At pres-It is a singular fact that motor cars are ent the government lays restrictions upon the weight of autocars and limits their highway speed to six miles an hour, but a more liberal enactment is hoped for to meet the changing conditions of automatic traffic. Twenty-five tons can be moved over an average English road as lack of success readily as a fourth of that weight and if this system of transport develops as rapidly as it promises to do there will come in some new problems in town paving and ountry road-making. It must revolutionize the present system, suited as it is to

> Last year's tests in Liverpool showed the advantage of petroleum in lighter vehicles and this year proved anew that steam is still the standard for heavy tractions. On the previous occasion the wheels and other working parts gave trouble by the

omparatively light traffics.

campaign service, as a few hundred of these will dispense with thousands of horses and be more effective, he thinks. In the postal service motor cars have for some time been in satisfactory use, and at the late Richmond show mail vans were run up and down the steep hills along the Thames at high speed. One Newcastle car dashes up hill at thirteen miles an hour. It is said the rate of travel for such heavy vehicles may be raised to fourteen miles an hour to make possible a Trips to the limits of the land are being to curtain at the lower edge which completes the closure.

A newly patented device for spinning a top consists of a wire doubled and twisted spirally, with a button at the top by which it is suspended. a slotted handle being forced down over the spiral to impart a durning motion to the rod, which fits at the lower edge which completes the closure.

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A newly patented device for spinning a top consists of a wire doubled and twisted spirally, with a button at the lop of consists of a wire doubled and twisted spirally. campaign service, as a few hun-good roads agitation. dred of these will dispense with All of these demons

as to the mechanism. The English autocar gained. The tendency is to make the freighting is also being improved by the influence of its energetic American rivals, and the noto- of clean streets and happy horses are rious ugliness is being slowly worn away, awaiting the day when horseless with a plenty of room still for improvement American sporting dogearts are becoming especially popular for their lightness and beauty and European manufacturers are more and more sending across the ocean for their fittings. Even such parts as rawhide pinions are being imported from Chicago. adopting this method. It would go a long As usual, the Germans are counterfeiting the American articles, and with their usual

Evolution of the Automobile.

The evolution of the light and graceful automobile of France into the heavy and etill ungainly looking autocar of the British isles is an interesting study. In France the machine is one for pleasure and luxury, but in this country it has been rapidly adapted to the serious business of life. Among the hundreds of automobiles I have seen dashing about Paris and through the Bole du Boulogne, there was rarely one that served its owner other than in pleasure. On the other working parts gave trouble by the severe strain and the vibration, but this year the tires and wheels were found perfectly sound at the end of the exhibitions, thus demonstrating the notable advancement made in one year.

The Automobile in England.

The British government is steadily advancing in its use of the automobile for civil and military purposes. An official who witnessed the late hill-climbing and long distance road trials said he would urge upon the war office an enlarged use of autocars for heavy artillery and campaign service, as a few hundred picastre.

It is owner other than in pleasure. On the contrary there are but a few hundred picastre when did the United Kingdom, and in the streets of London a rider of one of these is still stared at as a curio. France is, therefore, first in its adoption as a pleasure machine, while England leads the world when solid work and utility is under debate. While Europe is keenly watching the American developments, it is not unlikely that the west will be for some time a rival in the use of the machine generally, by the inferior roads in most parts of the states. The League of American Wheelmen will likely find the automobile a powerful ally in the gate is hung, with weights suspended on an arm at the rear of the gate is hung, with weights dean be opened without exertion, a plot plin the side of a post on which can be opened without exertion, a plot plin the side of a post on which the side of a post on which can be opened without exertion, a plot plin the side of the side of a post on which can be opened without exertion, a plot plin the side of a post on which can be opened without exertion, a plot plin the side of the side of a post on which can be opened without exertion, a plot plin the side of the side of a post on which can be opened without exertion, a plot plin the side of the side of a post on which can be opened without exertion, a plot plan the side of the sale is

from and nearly opposite to a gate, into Count de Dion and the other makers there, public to riding in the ugly, notsy and upgrade some of the stops were made in the which they must back. Entrance was made The American carriages are better covered vibrating motor cab as turned out by in their working parts, and there is evi- British shops at present. Its lines must of the contestants, who showed their care- dently more security to the rider, as well notably improve before public popularity is

Progressive Englishmen who are lovers buses will ply up and down the Strand, as by a present proposal; when the Covent Garden markets will be fed by mechanical vans, and when all the brewers and other heavy teamsters will emulate the stout-brewing Guinnesses at Dublin by way toward settling the crowded streets question, the most habitually troublesome problem before the London county council. EDWARD PAGE GASTON.

SOME LATE INVENTIONS.

Dentists will appreciate a Missourian's invention, which will enable them to see their work more clearly, consisting of a rubber dam for use in the mouth, covered on one side with a light-reflecting coating of aluminum bronze.

Petroleum cannot be exploded in a new can invented by a Belgian, the nozzle being intersected near its base by a flat strip of tin having a narrow silt, which will prevent the passage of flame, but which allows the oil to flow freely.

Promised Departure.

The food of the future will be concentrated or compressed. Science has already done wonders in demonstrating the large amount of water in all that we eat, and the the food in the smallest compass possible Already the housewife finds many of her problems simplified by utilizing the extracts which are increasing in the market from day to day. Will this condensed food solve the servant girl problem? It looks as if it would be largely instrumental in doing so. When instead of having to buy a soup-bone, and soup-bunch, and cooking it for three or four hours, you have simply to swallow a little capsule or pellet as a plate of soup,

much simplified. more than this. They can at the present moment save us hours of time and endless trouble and expense by providing a dinner of seven courses that will all go on a dinner plate and can be swallowed in five minutes. The best part of it all is that you will be better nourished than if you had sat at the table for two hours, for all of the waste portions of the food have been extracted, and you swallow only that which

When the woman goes shopping she need no longer sit and fume for an hour waiting for the slow waiter to bring her chicken salad and ice cream; but she will simply ask for a glass of water and a little salt, put a lozenge of beef extract in it and have a more nourishing lunch than ever before, and that without losing a minute of the precious shopping time. When you question: "How do you like your eggs?" but you will find a little pellet at your plate, and, washing it down with a swaleggs. Do you like milk for breakfast? Have another little cube; it goes down in similar compressions of these liquids for the stimulating of the system.

Only a housekeeper has any idea of the rer, endous mass of material that is not onsumed and wasted every day in preparing the meals. It is a fact that a man six feet tall cats seven times his weight in food during a single year. If he were to five on compressed food he would find that he consumed only one and a half times his size. So great is the difference between the food of the past and the food of the future. But it is easy to see how true this statement is by a glance at the pictures of different foods in their natural state and compressed. There is an egg, and its equivalent is hardly more than a dot in comparison, hardly any bigger than a bonbon. There is a plate of soup, and its actual food value is only a good-sized pill. Tea is compressed so well that even aroma is preserved in the little ball that stands for a cupful. The condensing of milk has reached perfection only lately, and here it is shown how small is the actual contents of a glassful of this nourishing liquid. You can "drink" a glass of mineral water by swallowing a fittle pill, and, queerly enough, it will quench your thirst better than the original. It is now stated that a man can swallow a cake of mineral water the size of a visiting card and require no more liquid for the whole day, The compression of meat has been accomplished to perfection, so that you can have a slice of roast beef in the shape of a pill or a thin wafer of extract.

out of their wits. will merely slip a lozenge or two into his