petition that W. M. Jones is carrying to afarette, Ind., to present to his benkers, James Murdock & Sons, who are agents for the Whitney-Dietrich capital of New Tork. The petition resites the advantages and feasibility of an electric railway from was used. The club begins its outdeer eamplianists now promoting such enterprises send representatives here to investigate.

Mr. Jones in resistant in Laboration but the presentation of advantages of some less than the presentation of advantages of some less than the club begins its outdeer eamplies along the control of the club begins its outdeer eamplies are described in the control of the club begins its outdeer eamplies and captured of the club begins its outdeer eamplifies and promoting such enterprises are described in the club begins its outdeer eamplifies and the state's name and the state's name and the state's name and the club begins its outdeer eamplifies and the state's name and the club begins its outdeer eamplifies and the state's name and club begins its outdeer eamplifies and principles.

Mr. Jones is resident in Lafayotte, but owns considerable property in Decatu- and has been visiting there for a mouth. He came to Omaha June 10, 1857, when his brother-in-law, Frank W. Brown, had the only three-story store building in the city and when the population, inclusive of Mormons, belonging to the colony at Florence, and Indians, amounted its only about 2,000. Later he became interested at Decature on the occasion of a visit made there with Mr. Mr. Jonea is resident in Lafayotte, but cesion of a visit made there with Mr. Brown when the latter was checking up

done with profit in Nebraska. He started the movement at Decatur, was in consul-tation with his former friend, Judge Donn of Omaha, yesterday and leaves today for Lafayette to take the matter before Mur-dock & Son, with the head of which firm he is intimately acquainted.

Not a Professional Premoter. When interviewed at the Merchants' hotel

"Don't get the idea that I am a railroad ometer by profession. My only interest this is such interest as I seight naturally be expected to have as an owner of property that would be benefited. I don't care whether the road be built by eastern capital or by western, but I will say that I believe the interests that control the Omaha Sireet railway will see a splendled opening when the did opening when the pessibilities of this Omaha-Sieux City line are more fully dis-

"The plan is to have the line stay on this side of the river, passing through South Omaha, Piorence, Calhoun, DeSoto,

Pears No Competition.

"The compet ion of the railroads is not to be feared. To begin with, Burk county voted \$100,000 for the St. Paul road, expecting it would go directly up through the county, but it skirted around through Logan valley, leaving the eastern part of Burt clear off the line, so the feeling there is not the kindlest. Nearly the whole of Thursten county is out in the cold. The Sicus City line, on the opposite side of the river, is too far off to help Nebraskans slong the route, particularly as the roud designs to build scross the eight-mile stretch between Onawa and the river.

"The electric line need be only about 100 niles in length and could heat the schedule miles in length and could best the schedule of the steam lines easily. Its main recommendation, however, would be its convenience and its chrapness. Back in Indiana they are paralleling the Big Four from Indianapolic to Lafayette. Sixty-four miles, through six good little towns, and have a maximum passenger rate of 1% cents per mile. Their freight charges are 80 per cent of the ralroad company's and their express 50 per cent. The Wabsah is being paralleled also from Fort Wayne to Danville, and the aucress of these projects has ville, and the success of these projects has convinced me that eastern Nebrasks in missing something it should have. It would benealt immensely, and as I would share in that benealt, I am going to take it up with the Murdocks and through them got oastern capital sufficiently interested lasing something it should have, to send experts out here to investigate."

NEBRASKA CLUB IN 'FRISCO If is Organized with Large Mombership and Soon Begins Series of Outlage.

There has been organized in San Francisco the Nubraska club, composed of former residents of the Antelope state now living in the Golden Gate city. Officers have been storted as fellows: George J. Sterhadorff, president; Edwin A. Barnes, vice president; ultub M. Brownell, second vice president; barbe L. Smith, secratary; W. J. Marcin, reasurer; Edmund Burke, D. W. Hitchcock, uel C. Nash, Dr. Thomas F. Breuman Dr. Charles G. Kuhlman, E. E. Cunningha ades these, the membership of the clu lutas these former Omahana:

Frank Anderson, Edward Alascow, George uder, C. K. Andriene, C. W. Baker, E. A. Harnes, A. H. Hehrens, Byron D. Bent,

You have doubtless heard a great deal about Ayer's Sarsaparilla - how it makes the blood pure and rich, tones up the nervous system, clears the skin, reddens the cheeks, and puts flesh on the bones. Remember, "Ayer's" is the kind you want - the kind the doctors prescribe. All draggers Ayer's Pills are a great aid to Ayer's areapertie. These pills are liver pills, ale for the parents, and just as age or the children. Purely regetable.

NEW ROAD TO SIOUX CITY

Thomas Bermingham, W. T. Bonner, Anderew Bonner, Dr. T. F. Brennan, Julian M. Brownell, Edmund Burke, Charles Clifford, N. A. Campbell, W. D. Dennett, Charles C. Eassen, E. F. Patichild, Occar Funke, James Gardner, Henry Gibson, Charles Gridley, Robert A. Harris, D. W. Hitchsock, Leroy Housh, Dr. O. G. Kuhlman, H. T. Lally, E. L. Magnus, W. J. Martin, John McEwing, S. J. Meula, Nute B. Mosely, W. W. Mosely, Bamuel G. Nash, Edward O'Brien, James Patterson, S. A. Pierce, C. E. Presson, Fred Shore of Missouri River and Strike Muny GoodSixed Towns.

The names of 146 business men and cit
Samuel C. Nash, Edward O Brien, James Patterson, S. A. Flerce, C. E. Presson, Fred Rath, George A. Bachbun, B. R. Ritchie, Charles L. Smith, George J. Starnedorff, Dr. G. E. Sundofff, W. G. Taffinder, Charles C. Thomas, Thomas P. Thornton, James W. Tuttle, E. P. Vining, J. M. Warren, David Pr. Wells, Julius Willigrod and Fred R. Win-

> Ninety percent of the original member were from the city of Omaha and the first Omaha club, but the pleadings of some less

> DEADWOOD Excursionists Talk of

> > Their Journey to the

Black Bills.

With the exception of H. J. Penfold, the excursionists who returned from Deadwood Saturday night were physically in Sue shape, and the antisfaction of having enpost, and he finally pre-empted in the expostation that the Northwestern road, then gineered the best excursion of business men positation that the Northwestern road, then "the forty-second parallel road," would cross the river there. He came west again as 1850, 1870, and in 1890, never loaing faith nor interest in this section of Nobracka. In his part of Indiana the electric railway builders have made great headway recently and during this visit it has occurred to him that such work might be done with profit in Nebrasks. He started

tory," said one of the members. "The pro-pie were exceedingly friendly at all points. At Alliance breakfast was served to the party as the guests of the business men of the place."

At one station on the road there is a conservative and safe boniface, who be-lieves that food on the shelves is better han food on the table, unless the pay therefor is certain. A telegram was sent shead for meals for 150 guests, and the order was handled by the agent of the road where the meals were ordered. The when a telegram was received from the agent to this effect:

The landlord at the hotel desires to know if there is any one man of the party who will stand responsible for payment for the 150 meals.

It is not recorded that the individual who stood responsible had to meet the bill, but the dinner was on hand when the train arrived

The run from Grand Island to Omaha

acres of land under cultivation which would days that the parades take place in Omaha, be tributary to the read. for every man we saw, and many of the women, promised to make us a return visit when the Ak-Sar-Ben feetivities are

BOUND TO SEE BUFFALO BILL

Santoe Indians Endeavor to Make Uncle Sam Pay Expenses of Trip.

When the news reached the Santee Intian reservation that the Wild West show was to be in Omaha, Captain Young, who holds the position of chief of the Indian police and two or three other offices on the reservation, decided that the show could not rightly perform its functions in his absence. He was seconded in this thought by George Jackson, snother of the tribe of Santee, who believed that the real and only Wild West would not be compliste without his abortisinal face at the acene of exhibition. Funds were not lacking for the trip, but the Indian has a decided objection to paying his even money when that of any other can be had. Some time previous to the appearance of the show in Omaha, James Allan deputy United States marshal, had been on the reservation serving subposense to witnesses. police and two or three other offices on the reservation, decided that the show could not rightly perform its functions in Jackson were witnesses. That morning facility and the Southern Pacific for this facility and the Southern Pacific is to become one of its rivals, so that community two witnesses, who reported at the United States marshal's office "to see Jim Allan" would be no longer possible with the Harnand to testify in the case. Up at Bloom-filed, Allan was waiting for his witnesses, when word came to him that the same time ago it looked as if the Rack when word came to him that they were Island would build a line of its own from when word came to him that they were island would build a line of its own from in Omaha. The next train brought Alian in Paso to the coast. In fact this went far and he went after the Indiana, who were not at the show grounds enjoying themselves. It took considerable time to show withdrawal of the Rock Island from the them that mileage could not be collected Western Immigration association on the by them for their true to Omaha. They grounds of unfair divisions of percentages went back to Bloomfield with the deputy and one or two other such moves, serving United States marshal.

"During a period of poor health some time ago I got a trial bottle of DeWitt's Little Harly Risers," mays Justice of the Peacs. The sudden turn in this affair has bols-Adam Shook of Naw Liebon, ind. "I took them and they did me so much good I had niruck some nort of terms with the have used them ever since." Safe, reliable bants Fu wherely that road would become and gentle, DeWitt's Little Early Risers a part of the Moore property, thus solving neither grips nor distress, but stimulate the finally and absolutely the const-line prop liver and promote regular and easy action

UNIQUE ENGINE Someskable Structure by Which

Bailroad Officials May Make Tour of Inspection.

BALTIMORE, Aug. 1.—An unique engine BALTIMORE, Aug. 3.—An unique engine has just been completed by the Baltimore & Ohio relirond at its Mount Clair shops, this city. It is designed for the use of officials in making inspection trips. Though called an inspection angine, it really answers the purpose of a whole train. That sagine has a small passenger ownh con-structed on top of the holler back of the smokestack. The holler is heavilr cov-sted with aspestes and the floor of the gar. "Now, suppose the Rock Island did get ered with aspectos and the floor of the gar "Now, suppose the Rock Island did get with bruscole carpet. The seats in the the 'Frisco, how much better off would it be, with bruspole carpet. The seats in the constant of the 'Friaco, how much better off would it be, so far as getting a coast extension was consist to give every one, in the car full view of the track and surrounding country. Passed the track

Prominent Railroad Man Says He Thinks It is "A Go."

CONFLICTING REPORTS OF TRANSACTION

Taking Over of Youkum Road by Rock Island Affirmed in Wall Street-Gossip About the Negotiations.

"Has the Rock Island bought the Frisco?" That is the burning question of the railroad world at present. Most peofairs seem to think the deal has been

In answer to this question one of the nent railroad men of the country, whose identification with the general man agement of a leading western road and whose financial standing in the east entitle him to an opinion worthy of consid-

"I think it's a go." The query was put to him by a newspa per man, to whom he said. "If you can divorce yourself from your reportorial work for a few minutes I will talk upon this matter, but as my name and road have been erroneously connected with the

ment of the transaction has been made The men who are given the credit for swinging the deal refuse to speak definitely, and the traffic world still waits and watches. The statement nearest to a confirmation of the purchase is said to have been made by W. H. Moore of the Moore Bros. last Thursday, when he said: "The agreement with the owners of the

ditional upon the Rock Island's accept-"Up to" the Book Island.

Mr. Moore is quoted further as having said that the Rock Island people knew what the 'Priece wanted and that it was simply up to the Rock Island to accept

Others connected with the deal are quoted as saying that there has been a delay of the Rock Island in accepting the terms of the 'Frisco, due to a misunderstanding as to whether the market or par value of the railroad stock should govern train was running rapidly toward the sta-tion and the dinner hour was approaching this question has become so serious with the stockholders of the 'Frisco that it may lead to the withdrawal of all the options

> When the deal was originally launched this point as to what values should form the basis of the transaction, it is now said, was not clearly defined. The Friaco people, it is said, have taken a decided stand against what must have been the

Direct Line to Const.

Another popular view of the situation is that the company just organized is not to be a merger concern formed for the purpose of fighting Morgan roads, every indication brothers are eagerly searching for a direct line to the Pacific coast, and that with this determination in mind they are seeking

After all it is this question of s extension which commends timelf to the people of the west and doubtless to the ranscontinental roads, as the one of prime

reservation serving subposens to witnesses in a case pending at Bloomfield, before the commissioner of the United States court. The case was to have been heard the day the ahow was in Omaha, and Young and pendent on the Southern Pacific for this

to emphasize this conclusion. But abruptly this matter has been dropped and railroad circles are no longer accrediting the Ei

Involves the Santa Fe. cuttion. So persistently is this theor advanced in some quarters that its adherents even affirm that the deal has actually been consummated, this in face of the ar-gument advanced on other sides that amalgamation of those two luterests is not now

As Omaha man who has been in the ser-vice of both the Rock Island and 'Prisco and who is one of the keenest observers of the present movement, has this to say regarding the proposed purchase of the Friend by the Moores.

To begin with, the Rock Island mus have a direct line to the coast. It, nor any road, can expect to attain the standard of greatness as a transcontinental line, for which it is striving, without a direct coast

able outlet or tributary to the southwes merely, and not as a coast extension, then it will find it a profitable adjunct, but be-yond this I don't see why it should make a desperate effort to get the Yeakum road, for it affords no adequate outlet to the coast. The Rock island might as well begin now and build a through line of its own to California and not bother with the 'Frisco. For this reason I don't believe the Rock Island has consummated any purchase of the

"What counts today in getting from ocean to opens or from this middle west to the Pacific coast is short mileage. Mileage is what every road wants to cut down. Unless a new road to the coast can shorten the distance and time of travel it might as well keep out of the business, for a cir sultons route would never win. And who can say that the Rock Island could improve spon the situation by acquiring the 'Frisco for this purpose? If the Rock Island would ome north a little ways and try to span strikes me that it would be pursuing a more

practical policy."

To W. H. Moere is attributed a statement in effect as follows: "Our acceptance of the terms offered by the 'Frisco is contingent upon our ability to utilize the 'Frisco to better advantage in reaching the conthan by embracing one or two other pr

The conclusion has been drawn that the two propositions referred to by Mr. Moore were the construction of a new line from El ano through country traversed by no other road and the forming of a merger with the Santa Fe. But up to the present no con-firmation of this inference or supposition, whichever it may be, has been obtained rom any source.

If it is a fact that the Rock Island has another element of considerable interest especially to the present staff of officials, and employes of the Friaco, will present itself, namely, the fate of these men. As a matter of fact the roads will be run under the one management and this is taken, o urse, to mean that the men of the 'Fris will have to look for other positions. To what extent the decapitation process would extend is not known, of course, but in the ligh and low ranks of the 'Prisco's service here would be, of necessity, some lively falling of heads. This is a matter probably as perticent to the 'Frisco employes as any other that possibly could be thought of at

Ennage City is Proud. Already Kansas City is claiming that the eas City institution and that it would have its general headquarters in the city by the and the entire dissolution of the deal as Kaw. The argument is made that Chicago far as made. would be too remote a location for the central offices, as the company's interests, which would lie chiefly in the southwest, could not be successfully managed from

The Chicago, Rock Island & Pacific aya-Coffman, Highland, Highlan tem will increase its mileage from 8,000 to have taken the places of the strikers. secured practical control of the southwest- man Neff, who has charge of the construc-ern territory and, with its projected exten- tion for the Union Pacific. The labor talling them how upon the trip out the In Wall street the taking over of the sion to the Pacific coast, enter the arena union men sum up the situation in this doliar's cost, and get it through the main train had been ahead of the schedule and Frisco by the Moores road is affirmed in of sailroad competition as a formulable rival manne atreets of Tekamab and Decatur, which how waits of longer time than was exarce 100 feet wide. The road would have pected had been made at several stations. or \$2,500,000 in the new Rock Island atonk cife and Burlington. It will divert an im-

to the 'Friaco is conceded in Wall street and by other sources of authority. This will afford a degree of prestige east of the Mississippi of no insignificance. The Chicago. at any juncture, the searest point of com-munication being several hundred miles, but the two lines, it is said, could very easily be profitably united, which, of course, would be done if the pending transactions some sort of an alliance, not with the go through. The Chicago & Eastern Illi-Prisco, but with the Atchison, Topeka & nois extends south as far as Thebes, III. and Evansville, Ind.

EASTERN ELKS DUE SATURDAY Special Train Bound for Zion Will

Run Through Omaha at 9:30 A. M.

An Hik special from the Atlantic coast ing at 9:30 on its fast run to Salt Lake City for the gathering that is to elect George P. Cronk exalted ruler of the whole works, A Newark (N. J.) paper states that the Elks of that city have de-cided to add another car to the special for their use and come through with the rest. The train is expected to leave Newark at 2:10 Thursday, reach Chicago at 5:20 the next afternoon and be whirled on through to Council Bluffs over the Northwestern by 8:55 Saturday, going over the Union Pacific from the Transfer.

PLAN ROYAL ARCANUM NIGHT Local Members of Order Propage for Coming of Its Supreme

Very early in September there is to be a Royal Arcanum night at one of the Omalia theaters for members of the order and cutsiders. The selection of the date will be governed by the arrival of Joseph A. Laughtt of Pittsburg, supreme regent of the order; W. Holt Appar of Trenton, N. J., past supreme regent; W. O. Robson of Boston, supreme secretary, and others of the supreme officers who are to attend the fraternal congress at Denver August 25-29, leaving Denver for Omahu probably September 1 and stopping in this city two days.

LAKE OROBOJL

On the Milwaukee Railway. For a short or a long vacation this beau tiful lake offers the most economical yet deligh ful outing that is available for

Omaha people. Quickly and easily reached from Omaha viz the Milwaukee, railway, altitude al-most 2,000 feet, air always cool and invigorating. A beautiful, clear, deep lake with high shores, picturesquely timbered with hardwood trees. Excellent hebing, boating and bathing. Moderate-priced, but good hotels. This is a list of advantages not to be equaled. Full information cheerfully furnished at the Milwaukee Bailway City Office, 1504 Farnam street.

F. A. NASH, General Western Agent.

M'GUIRE-Mrs. Catherine, aged 64 years.
Funeral Turnslay morning: August 5. at
\$130 o'clock, from the residence of her nister,
Mrs. Lyman, 1941 South Fiftsenth street, fo
Bt. Patrick's church. The hody will he in
state until afternoon, when it will be taken
to Davenport, in.

BRENNAN-Agnes, aged 1 year 4 months,
daughter of Mr. and Mrs. James F. Brennan.

FREE

A thousand and one useful and valuable premiums in exchange for wrappers from

White Russian

A household and laundry soap made from the purest materials under modern scientific conditions. No fatty odor or grease stains in the clothes the result of poorly made soap. Call for Premium List,

JAMES S. KIRK & CO.

1615 FARNUM ST., OMAHA, or bring the wrappers to our store and select your premium.

MAY DELAY WORK ON SHOPS

Bricklayers on Union Pacific Buildings Threaten to Strike.

WILL NOT STAND FOR NONUNION MEN

Contractor Gindele's Union Brickingers Have Already Quit Work-Big Smokestack Struck by Lightning.

The Union Pacific is threatened with another element of labor trouble. The bricklayers on the new Omaha shop buildings may enter the arena of the strike and complicate matters seriously by delaying work on the new structures that were to over to the new force of mechanics

dollar's cost, and get it through the main streets of Tekamah and Decatur, which are 100 feet wide. The road would have more ikan 100,000 people at one terminus, practically 60,000 at the other and 45,000 in the new Rock island stork, is the torrifory tributary to the line.

"We will make up time, all right," respired the representative of the road, "You have been made as a several stations. In the torrifory tributary to the line.

"The population would increase with beta for transportation facilities, for the 50,000 and the representative of the road, "You have been made as a bouns in the transportation facilities, for the 50,000 and the representative of the road, "The population would increase with beta are now without adequate means for carrying its products to market, which has light fence, and enough time was made are 5,000,000 bushels of surplus strain, 50,000 cattle and horses and 250,000 and the research of the products are 5,000,000 bushels of surplus to line the products are 5,000,000 bushels of surplus to line the products are 5,000,000 bushels of surplus training to the line of the products are 5,000,000 bushels of surplus training to the company and, as this action of the products are 5,000,000 bushels of surplus training to the company and, as this action of the products are 5,000,000 bushels of surplus training to the company and, as this action of the products are 5,000,000 bushels of surplus training to the company and, as this action of the facilities, for the object to make good in the new made as a counterpart of the Northern Securities company, has taken over the fine field of competition are fallent to easy training to product to make good to the other products are 5,000,000 bushels of surplus training to the company and, as this action of the fallent training trainin

General Foreman Neff says:
"I have heard nothing of any order to stacharge any or all of the union brick-I would have known of it, I think, as I have charge of all the men for the com-pany. Nor have I heard of any move to employ nonunion men. I don't think any such move has been made. The only trouble of which I have any knowledge in

simply this: Bricklayers Quit Work.

"The union bricklayers working under Contractor Gindele have quit work. Why do not know. I asked Mr. Gindele why the men quit and I forget just what he said. He gave some reason, but I cannot recall what it was. I asked him if he could not induce the men to return to work, for we could not afford any further delays, but so far the men show no clination to yield."

"Have any nonunion men been employed to take the union bricklayers' places?" was naked Mr. Neff.

"Not that I have heard of," he replied.
The bricklayers working under Contractor Gindele have had nothing to do with the large smokestack, but have been kept on the buildings, two of which remain to be completed. Mr. Ned has had sole charge of those on the smokestack, but if there is anything resembling a strike or lookout all the bricklayers will be affected and, it is said, will act unitedly. Superintendent of Motive Power McKeen was asked regarding the situation, but as hat work does not come under his jurisdiction he was able to give no information on it. He declared he knew nothing at all about the matter. Chief Engineer Berry of the Union Pacific could not be communicated with. The bricklayers were as silent and tight-mouthed as clams when asked for an expression as to their side of the case. One of them managed, after considerable apparent effort, to remark, "Wait until

of nonunion men to supplant the brick-layers there will be some merry times," sald a Union Pacific striker, who claimed to be posted regarding the matter. Brick-layers are regarded as strict and uncompromising union men as can be found and are not generally the most affable to what they term "scabe." Smokestack is Struck.

Regarding the work on the new shops sing as well as the weather would permit. The large amokestack, whose total height-will be 206 feet, was struck by the lightning Saturday night and shout twenty feet

ning Saturday night and about twenty feet at the top pent so seriously that much of it will have to be tern down and rebuilt. The stack was nearing completion. In the shop strikers attention affairs are still moving along by slow degrees. The company has determined to stay with its piccowork policy, as is evidenced by the employment of a general piccowork foreman or inspector for the entire system of abops. This position, like that of general boiler inspector, has been created and W. shops. This position, like that of general boiler inspector, has been created, and W. I. Langford, recently of the Pennsylvania system west of Pittsburg, has been secured to fill the place. Mr. Langford to recom-mended as a skilled shopman and theroughly

mended as a skilled shopman and theroughly fitted for this peculiar position.

The company introduced twenty-three more nemunion men into its Omaha shops yesterday. They had no trouble is reaching the yards and all will be kept here, it is said, rather than sent out to other towns along the read. The company feels encouraged at the progress its affairs are making and considers that the sirtle is virtually broken.

virtually broken.

District Secretary O see's daily building from abread tald year erday of one more described at North Platto and two at

If You Want the Best

rental agent can give an office is to say that it is "as good as an office in The P Bullding." It may be in some respects, but it can not be in every respect.

The Bee Building is one of the only two absolutely fireproof office buildings Omahs. The Bee Building is the only building having all night and all day Suns elevator service. The Bee Building furnishes electric light and water without elitional cost. The Bee Building is kept clean, not some of the time, but all of

List of vacant rooms in

The Bee Building

First Floor.

Third Floor.

Fourth Floor.

Fifth Floor.

Sixth Floor.

SUITE GIO: This consists of two rooms, both 1842x114. Each of them has a large burglar-proof vault, have been newly decorated and are rooms where any business or professional man may be comfortable. Price for the two

R. C. PETERS & CO., Rental Agents.

Ground Floor, Bee Building

Cheyenne. Twenty nonunion mep, according to his reports, have quit at Cheyenne within the past two days. His reports say that foremen at the different places are displaying signs of nervousness over the sirike. They also state that enginemen on western divisions are beginning to fear the safety of engines on account of frequent boiler failures.

Mr. Grave is informed that three engines

are allotted to every train that now climbs the Cheyenne hill and that fallures are becoming more numerous daily. Vice President Wilson, who has covered the western and of the line, is now at Kausas City and will be in Omaha, it is said, within a day

PENSIONS FOR WESTERNERS Surviveys of the Ware Generously

Remembered by the Gen-

eral Government.

WASHINGTON, Aug. 2 .- (Special.) -- The WASHINGTON, Aug. 2.—(Special.)—The following pensions have been granted; Issue of July II:
Nebraska: Originals: Frank L. Lewis, Beatrics. S. Increase, release, etc.—Jackson Ganaard, Friend, SI, Alien T. Hico, Beatrice, 15.
Beatrice, 158.
Iowa: Increase, release, etc.—Robert M. Goudy, Wesley, III; Calvin R. Anderson, Bloux City, III; Luther M. Adams, Des Moines, II; Joseph Gaurley, Villaca, III; Gidoon Gibson (dead), Winterset, SI, Martin C. Carnody, Oedar Rapids, SI, Widows, minors and dependent relatives.—Mellasa Gibson, Winterset, SI, Etlasbeth G. Dona-Gibson, Winterset, SI, Etlasbeth G. Dona-Gibson, Winterset, SI, Etlasbeth G. Dona-

Years

ON AUGUST 1, 1882 the house of Wyckoff, Seamans & Benedict

was founded, and assumed the

task of converting the world to

the use of writing machines Size of Remington THEN I



20 years of steady and un-broken progress have carried the name and

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