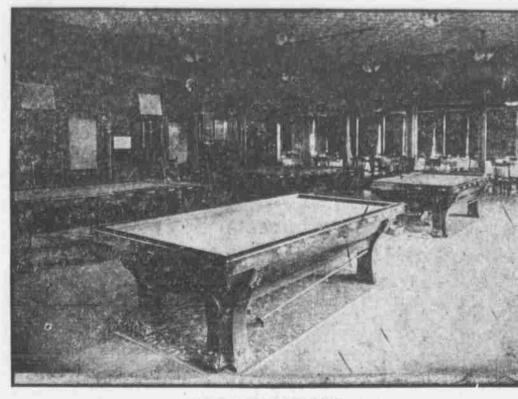
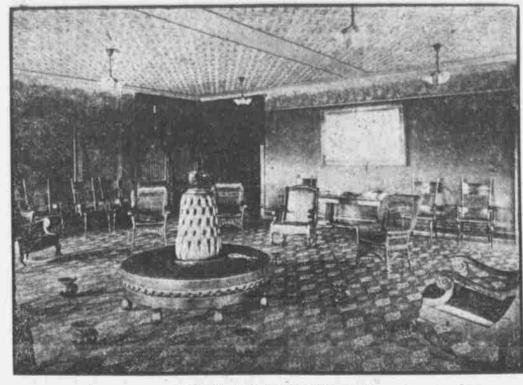
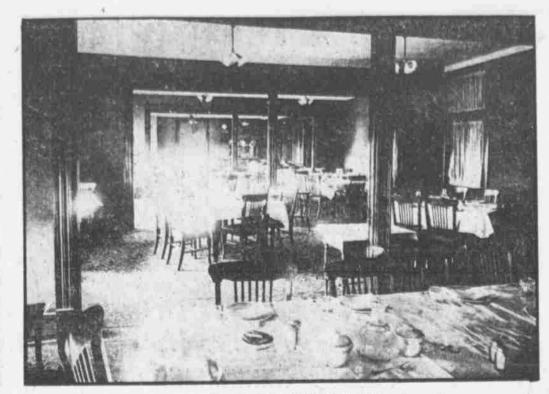
Omaha's Rejuvenated Commercial Club and Its Present Activities



IN THE RILLIARD ROOM



SMOKING AND LOUNGING ROOM.



GLIMPSE OF THE DINING ROOM.

the Commercial club was in Minneapolis, where he formerly lived. He heard much complimentary comment on Omaha and on the club.

"Omaha is coming right ahead, I hear," said one man. "You are doing a big jobbing business down there now and your city is rapidly growing. I understand more building is going on than in twenty years. We hear about your Commercial club and what it is doing quite frequently here now, and understand that you are an enthusiastle bunch."

Co-operation is the watchword of the club and the secret of its success. "Get the Omaha religion," is its motto. Whenever a proposition arises involving the interests of the city, the membership of 900 men stands together on it. Their work, too,

devotees of the "Omaha religion." In direct contrast to the brightness of present conditions, history writes the fact that a year ago the club had only between 300 and 400 members. The club was deeply The restaurant was not paying for itself. brilliant that other years are not to be compared in any way.

New Birth of the Club.

The spirit of rejuvenation infused itself Vann entered upon the administration of later on. his office with a vigor which since has been largely responsible for the commercial victories of the organization. A campaign The older railroads of Cuba are well esfor membership was started in which there tablished, and they now have large earnthe list increased until at the beginning of up to 1886, and they were then making the last week in January it contained 587 net earnings of more than \$2,000,000 per those who came in during the campaign tensions. did so without initiation fees, and to charge president of the club and F. W. Judson and it has a large traffic. was later made chairman of the executive

ebt by January 1, 1906.

was the entire refurnishing of the clubrooms on the fifth floor, of the Board of

the new spirit in the club.

son, during which only lunch is served. Be- things are conducted. This restaurant is

the club, and in fact is the only place in meals. January 17 the new culinary department The merchants bring their country custo- are also paying investments. The one trying to dissuade James J. Hill the matter, came before the club in Omaha had to be handled by the club. The one was opened by Steward E. B. Pryor, an mers to the clubrooms for lunch and they room, with four tables, is found much too able manager, for eighteen years in the are made to feel at home. Visitors from small for the number of men who wish service of the Omaha club. From that time other cities are invited to lunch by the to play, especially at the noon hour. the restaurant has been open for the noon members and they invariably go away exand evenings meals, up to the summer sea- pressing admiration at the way in which

Some of the Recent Victories. One of the most important works of the

or long ago Chairman F W. Jud- wary 16, when about 300 members met to issend to each other on the club every doing much better than to pay for itself, a club was its action in using its concen- Ashland cut-off. Everybody stood together over the Burlington and Great Northern, when about 300 members met to issend to each other on the club every doing much better than to pay for itself, a club was its action in using its concen- Ashland cut-off. Everybody stood together over the Burlington and Great Northern, when about 300 members met to issend together over the Burlington and Great Northern, and the concentration of the case of the congratulate each other on the growth of day at noon. It is thus made the center of thing unusual with restaurants in clubs of trated influence to secure Omaha's direct on the club's demands of the Great Northern. social intercourse between the members of this kind, which always afford high-grade connection with the Great Northern cut- ern and Burlington. As a result Freight grain trade of the city will not suffer. which all can come in contact each day. The billiard room, buffet and cigar stand Sloux City. The futility was early recog- representing also the Great Northern in from his purpose of building from Sloux and promised the things the club asked.

off which is to be built from Ashland to Traffic Manager Crosby of the Burlington, a branch from Omaha to intercept the rect line from Kansas City to Minneapolls

other port for that reason alone.

Indeed, it is expected that Nipe bay will

within a short time be the chief port at

the eastern end for the island and that it

will seriously injure the trade of Santiago.

In the Backwoods of Cuba.

of Cuba which have been opened up by this

new railroad. Leaving Santa Clara the

train takes you for miles through a rich

farming country with sugar mills, tobacco.

fields and pastures on each side of the

you ride for miles through a tangled jungle

forests and there is a sawmill where the

logs are being trimmed up for shipment.

The mahogany lies on the ground in great

piles with cords of ties stacked up be-

all grow without cultivation.

yet arrived.

both sides of the road.

wish I could show you the backwoods

During the legislative session of last winter many subjects of interest to Omaha

involving the greatest consideration on the City to Ashland and of trying to induce These were the building of the branch and part of the club and the most work on him to build from Sioux City to Omaha, the assurance that the Burlington would the part of Commissioner McVann was the part of the club and the most work on But the club began to exert itself to se- not disturb existing freight rates. As defeat of the double shift firemen's bill, cure the next best thing, the building of things look now, Omaha will be in the di- which affected only Omaha. Another work of the club was the advocacy before the city council of the va-

eation by the city of a portion of Thirteenth street, where the Independent Elevator company wished to erect its plant. The movement was strongly opposed by the Burlington and Union Pacific railroads. The street was vacated and the elevator has been built.

The year ending July 1 has seen a great many changes in railroad rates in this territory, nearly all of them of advantage to Omaha. Among the readjustments due to the efforts of the Commercial club were rates on steam coal, stucco, rice, beer, cement, lime, sulphur dip and stock foods. The club co-operated with the American Shippers' association in knocking out the obnoxious uniform bill of lading. Commissioner McVann worked with a special commissioner appointed to defend Omaha's Iowa rates against a threatened advance, and succeeded not only in averting it. but in having established a basis that will be very hard to attack in future. At the Farther on the road enters the woods and last meeting of the western classification committee the club succeeded in knocking of great trees loaded with orchids and out the proposed hardware rating list, as favored by the Steel trust, much to the advantage of Omaha's hardware jobbers.

sound together with vines. There are mahogany, cedar, lignum vitae, palms and tropical trees. Here they are cutting the

Through the medium of the Commercial club the meetings of several large organizations has been secured for the city. Among those which have been held in the forest has been cut and burned over. There last twelve months are: The Nebraska are stumps as high as your waist, half- State Teachers' association, the Retail Imburned logs lie on the ground, but through- plement Dealers' association, the Nebraska out the whole clearing the rows of sugar Retail Hardware Dealers' association and cane are sprouting, and nearby are patches the Burlington Association of Operating of bananas which have grown up and al- Officers. Two yet to be held are the metmost hidden the stumps. No plowing is ing of the Brotherhood of America and that needed in such land. The cane is put in a of the Central Shorthorn Breeders' asso-

Conventions and Other Benefits,

hole in the earth, the bananas set out, and ciation. A record has been started of all valuable Every now and then you pass a new town property, improved and unimproved. A site with real estate signs stating that five basis has been laid for a record of the eslots will be given free to the first settlers sential facts pertaining to the life, growth, who will build houses satisfactory to the health and business affairs of the city. The company. As a rule a half dozen thatched club is actively interested in inducing cap-

buildings and the depot constitute the set- ital to locate new enterprises in Omaha tlement, and so far the pioneers have not One of the problems before the club is how to get the railroads to give better passenger and freight service to the city. The

There are many places along the road where the trees have been cut and the fire city is so situated, midway between Chistarted, so that you ride through a blazing cago and Denver, that most through trains fiame and white smoke. Further on are must pass through early in the morning rough pastures fenced in with wire with or late in the evening. More local train service is needed. The trade excursions this year have been more successful than in former years, Camaguay a vast extent of the country has long been cleared for pasture, and More men took advantage of the excursions

farther on I saw many new clearings on and a better feeling was found to exist at the towns along the line. Usually two Camaguey is the headquarters of the Cuba excursions are made, but this year there railroad. It is a city of 35,000 people, which have been two already and another is has until now been accesible by railroad planned. There is no question but that only from Neuvitas. It is here that the these excursions bring material results, for the jobbers say that they notice the effect bills for goods to two men who always be-Going farther eastward the road runs for fore had gone to St. Joseph. They had many miles through the woods, with scat- been favorably impressed with the Omaha tering settlements here and there, to Alto men they saw on the excursion and deter-Cedro, about fifty miles from Santiago. It mined to try Omaha in the purchase of their is there that the branch goes off to Nips goods.

Larger quarters are badly needed by the The Nipe road is also club, and it is probable the club will be through the wilds, but the land has been ready to move long before its present lease cleared close to the water, and it is now expires. There is already some talk among growing sugar cane, cacao, oranges and the members in favor of securing the top bananas, and is already shipping fruit to floor of one of the new buildings to be FRANK G. CARPENTER. erected on South Sixteenth street.

Part Played by Railroads in Development of Cuba

is pushed with the zeal which characterizes (Copyright, 1966, by Frank G. Carpenter.) ANTA CLARA, Cuba, Aug. 10 .-(Special Correspondence of The Bee.)-Within the last few weeks I have traveled over the most of Cuba by rall. It is now possible in debt and was going deeper ever day, to go from one end of the Island to the other, and branch lines are planned for It is not to be denied that the organization the east and west which will eventually was a benefit to the city, but its history make every part of the country accessible by train. There are already more than 1,500 miles of trunk lines, and of these more than one-third have been built since the war. The Cuba railroad, owned by American and Canadian capitalists, headed by Sir William Van Horne, completed its into the leading minds of the club last sum- main line in 1962 and the trains are now mer. They started a movement for an in- running on the branch which joins that creased membership, an improvement of with the new port of Antilla, on the Bay the club quarters, and secured as commis- of Nipe. The Cuba road has now 450 miles sioner E. J. McVann, a man experienced of track and it has thrown about 70 per in the railroad business and informed in cent of the whole island open to settleevery phase of the rate situation. Mr. Mo- ment. I shall write fully concerning it

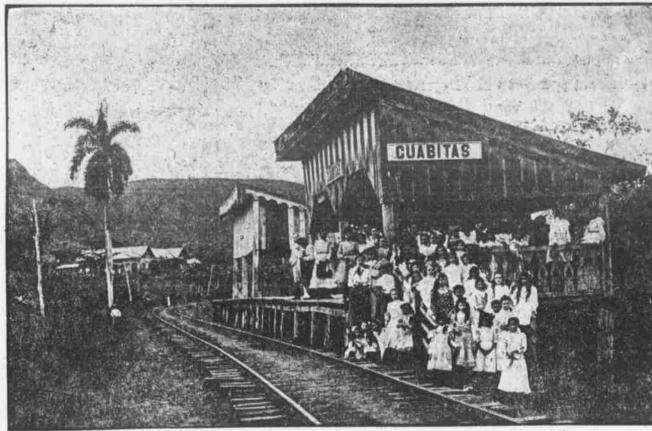
Good Railroad Properties.

was great rivalry between members of the ings. Their stock is far above par and is club to see which could get the largest growing in value every day. There had number of recruits. All through the winter been about \$65,000,000 invested in such roads names. With this number of members it annum. The roads have been improved was proposed to suspend the free list, for since then and nearly all have made ex-

Cuba is one of the oldest railroad couna \$2 membership fee. With this incentive tries on our hemisphere. It had railways to get into the fold at once, 100 names were before any other country of Spanish Ameradded to the list in the last week of Jan- ica, and as far back as the days of Jackuary and the free list was suspended. The son's presidency a concession was granted present membership is about 900. All are for a railroad from Nuevitas on the north tion in January W. S. Wright was elected five miles. This road is still in existence am told, cost over \$11,000,000.

The Western railway of Havana runs from that city for a distance of 200 miles The restaurant is now paying for itself down into the province of Pinar del Rio, the Cuba road, are owned by British, and making money besides. Most of the reaching the famous tobacco fields. It is Cubans and Spaniards, the British having old debts have been paid off, together with well built, well equipped and makes good the greater part of the obligation incurred time. It has first and third-class cars and on the American plan, with seats facing by improvement of the quarters. It is ex- does a good business in both passengers the front and aisles running through the sected that the club will be entirely out of and freight. The through rates are about middle. They are usually comfortable, third-class,

inces of Havana and Matangas, with north room, used for reception purposes Central railway, which runs from Joveland smoking room, is finished with Flemish lanes to Santa Clara, thus completing with furnishings, relieved by a green color the United Railway the trunk line from scheme. The next room south, the women's Santiago to Havana. The Cuban Central eak furniture, art glass and two fine bad condition, although it goes through one mantles. The other rooms are fitted up in of the richest parts of the island and has tingly celebrated on the evening of Jan- also the plantation railroads, about one



PICNIC PARTY WAITING FOR TRAIN AT CUABITAS, CUBA RAILROAD.

Railroad Travel in Cubs.

All the railroads, with the exception of by far the largest holdings. The cars are I cents a mile first-class and half that for and especially so on the trunk line from Havana to Santiago. The United Railway The United Railway company extends company has parlor cars, with wicker An important improvement of the winter from Havana eastward through the prov- swivel back chairs, which are especially adapted to this climate, and the sleepers, branch lines covering the whole of Havana, which carry you from the east to the west Trade building. At the expense of between including Bataban, the sponge fishing cen- in about twenty-four hours, are made in \$5,000 and \$6,000 the rooms were thoroughly ter and fort on the south. This road has the United States after a Pullman patrenovated and furnished with new carpets 365 miles of track. It is well built and one tern, but higher and with lower scats than wagons. and furniture. The rooms are such that of the best managed on the island. It is our sleeping cars. Indeed, one can now any city might be proud of them. The connected with the Cuba road by the Cuban travel comfortably all over Cuba. I came from Havana to Jovellanos in a chair car. riding all day in it at an extra charge of 40 cents over the ordinary rate, and I have several times ridden over the Cuba road dining room, is furnished with weathered railway is rough to an extreme and is in with ladies in my party quite as comforta-

bly as upon any railroad at home. a splendid manner. Especially is the big a large traffic. In addition to these there ing cars are yellow faced Cubans, who He started out to get over \$7,000,000 in dining room a sight pleasing to the eye. are branch lines, which are more or less speak broken English. The conductors on The completion of the new home was fit- under the control of the main lines, and the main lines are Cubans, and there are of whom he expected to ask \$400,000 each to in all the cars, and after our breakfast at Matanzas I noticed that the newsboy puffed a huge cigar as he showed his wares to

the passengers. So far there are no dining cars. From twenty to thirty minutes are allowed at the stations for meals, which cost from 50 to 75 cents. There are also lunch counters, and at nearly every stoppage peddlers bring fruit and eatables to the car win-

How the Cuba Road Was Built.

The Cuba railroad is by far the longest on the Island, and it will eventually be one and that by the thousands of acres. of the world. It runs right along the backbone of Cuba, extending from Santa Clara, ward to Santiago, opening up a country the trunk line of the road has been com which heretofore has been acessible only from the coasts. This is the widest part there are altogether about 100 miles more investors. of track, and the system will be extended and a gold nugget. Miss Crowe returned until it encloses eastern Cuba like a net.

constructed within less than two years, and of-way. Cuba was then in charge of the of the borough of Etna, which supplies at the Cleveland & Pittsburg station at car. Sir William never travels without a where the route crossed the public roads, rode about over the central and western by consent of the government. He knew, Havana everything is loaded and unloaded

paid up and very much alive. At the elec- coast of Camaguey, a distance of forty- thousand miles in length, which have, I seven-tenths of Cuba seemed to be under public roads without a concession. veloped, and that its whole eastern half did this, and no one has objected. had no great railroad and practically no He used Cuban workmen to construct the farms. He asked as to the character of the line, and he says that they are as good land and was told it was fully as good as labor as can be found anywhere. It took

> struction if a trunk line were built. The more Sir William investigated the and well. subject the more he became convinced that This is, however, only the first stage in such a road would be of vast good to Cuba the development of the enterprise. The and that it would eventually be a profitable Cuba company, which is the name of the undertaking. He did not come to this con- syndicate owning the road, has several clusion until he had sent his engineers over hundred thousand acres of land and it will the line on horseback and had traveled over buy more. It is already clearing the forests chief offices of the Cuha company are, the most of it himself on horseback and in and laying out great sugar plantations, and here also is the Camaguey hotel, about in their trade. After one of the recent trips

Quick Financiering. As soon as he decided, however, that it would pay, he started for New York, and there financed the road in less than two days. He wanted big men, and rich men; men who would not expect immediate results, and men who could afford to lose The porters and conductors of the Bleep- their money if things went the wrong way. \$56,000-shares, and picked out eighteen men newsboys dressed in suits of gray linen, begin with. These men were among the who work the train with papers and novels leading capitalists of the United States. in Spanish and English. Smoking goes on They were men accustomed to dealing in large sums, and it took but few words to get their subscriptions. Among them were H. Harriman, James J. Hill, Granville M. Dodge, and others. Sir William had only to point out that here was one of the richest of all countries, lying in the front dooryard of the world, with millions of acres of undoveloped lands, surpassing all others in their ability to raise sugar, tobacco and other money crops. He showed them that similar lands in Hawaii costing as high as \$300 per acre pay an interest on the investment, and that these undeveloped lands can be gotton from \$1 to \$5 an acre. of the best railroad properties of this part map spoke for itself, and there was no trouble in getting the subscriptions. This was five years ago. Since then almost which is west of the center of Cuba, east- twice that amount has been spent, but pleted, a great harbor opened up on the of Cuba, and it has some of the richest soil tions and other enterprises begun, and a biggest and best bay of Cuba, sugar plantaand best material resources. The trunk line system of development originated which in is 354 miles long, but, with the branches, time will probably be of great profit to the

Building New Railroads in Cuba.

The Cuba road is one of the wonders of The building of the Cuba road was a wonmodern railroad building. Its main line was der. The American syndicate had no rightthat without a government concession. United States, and the Foraker amendment asking a dollar from the public. It was ing the military occupation. Sir William planned, financed and built by Sir William Van Horne had the Spanish rallroad laws Van Horne who had completed the con- translated, in the hope of finding a loopstruction of the Canadian Pacific, and, hole in them that would enable im to go worlds to conquer. He had come to Cuba back on the common right of every man just after the war on his way to British to build upon his own land, and decided to mines, and the railroad people here had go, from the center of the island to Santimap. He is a shrewd observer, and as he and he could have the right-of-way only

that of western Cuba, but that it was inac- some time for the natives to learn to handle cessible, although a number of railroads the pick and shovel, but after that they had been planned in the past, and the Span- worked rapidly and conscientiously, clear- guinea grass growing around the stumps ish government had once offered to guaran- ing the forests and laying the tracks. Some and fat cattle feeding upon it. About tee 8 per cent dividends on the cost of con- Spaniards also were imported from northern Spain, and the work was done quickly

> There is at one Jatibonico, between Santa the best on the island, which was built by one of the dry goods jobbers said he sold Sir William Van Horn. Clara and Ciego de Avila, where in the neighborhood of three thousand acres have already been cleared and a mill, grinding a thousand bags a day, is building. This mili alone will represent a population of eight or ten thousand people when it and the bay, which is, I judge, twenty-five or thirty plantation connected with it are in operamiles distant. tion. Similar mills will be built by the Cuba company and other syndicates all the way along the road to Santiago and Nipe bay, and it is believed that one hundred mills could be profitably established. Each such mili should be worth to the railroad New York. about \$350,000 a year in gross traffic receipts so that the possibilities are enormous. There are already five sugar mills owned by private companies along the road and the Cuba company has, I understand, agreed to build a mill for an American corporation which recently bought about 25,000 acres of land not far from Ignacio.

As I have said, the road runs along the backbone of the island. The richest soil lies in the valleys and it is the intention of the company to build branch lines down the valleys all along the way so that the trunk will be fed by these lines, making the system look like the veins of a leaf. Other extensions are planned to Santa Cruz and Bayamo on the south, the latter reaching the main line at San Luis not far from

Cuba's New Port.

One of the most important parts of the Cuba road is that which was opened this year to Antilla on Nipe bay. This hay is large enough to hold the harbors of Santiago, Matanzas, Havana and every other good harbor in Cuba and leave room to spare. In a great part of it the water is over 200 feet deep, with a depth great enough for big steamers close to the shore. Wharves have already been built at Antilla and the Ward Steamship company has contracted to put on regular steamers from it to New York. The ships will be of from without a right-of-way and without the forbade that any concession be granted dur- in two and one-half days. Through rates 3,000 to 5,000 tons and will make the trip from New York to Havana, via Antilla and the Cuba railroad, will be sold at the same rate as to Havana direct and it is probable that a large part of the tourist travel will Alexander like, was looking about for other ahead, but there was none. He then fell come or return home this way. Arrangements have been made with the ships Guians, where he had interests in gold buy the lands on which the railroad was to Santiago or Antills and passengers will be able to go through this part of Cuba on their way to and from Jamaica.

The Nipe bay harbor will have all mod- covery, ern conveniences for handling freight. in lighters. The Cuba company will transfer its freight from the cars direct to the &

Some Quaint Features of Current Life



The Lost Decoy. quet that he had once attended condition that her expenses were paid. n New York.

said, "and I was one of the last to leave. In the cloakroom, as I was putting on my hat and coat, I couldn't help noticing the penses amounting to \$5.660 the committee woe-begone look on the attendant's face. pulled long faces. The poor fellow appeared worrled and sad, and every little while he sighed and muttered to himself.

"'I am disconsolate, sir," said the at- August.

" 'What is the trouble?' said I. 'Haven't the guests tipped you well tonight?" "The attendant unswered in an excited

"'It's not only, sir, that they haven't tipped me, but they've taken the quarter that I put in the tray for a decoy," "-Buffalo Enquirer.

Result of Slight Accident,

James Moss, a 16-year-old son of Dr. Woodson Moss, a member of the faculty of the Missouri university medical school is at the point of death from a wound so slight as to make the case remarkable. While bathing in a creek near Columbia with a party of companions, young Moss at Waukegan, Ill., to which city they called to one of them to throw him a cloped. towel. The boy put a small pebble in it and tossed it to Moss. The pebble struck the young man in the head. He fell senseless and was saved from drowning with lives of Frank Bridgeman, aged 7 years and difficulty. Brain fever immediately de- Oliver Pugh, aged II. The children got veloped and there is little hope of his re-

Queen of Queens in Court. The novel spectacle of a queen, or rather Maria Nulli soil. In looking at the map he saw that that he could therefore build across the vessels to go there rather than to Havana by proxy for payment of her civil the dog's hind lega-

list in connection with the Paris mid-Lent E. PUERMEYER, the president celebrations. She was chosen by the comof the National Amateur Skating mittee of electors to represent Italian association, was describing a ban- beauty in Paris, and she consented to go on She went, saw, conquered, and was duly

"I found this banquet interesting," he crowned queen of all the queens there. She was the recipient of many ovations on returning, but when she sent in her bill of ex-Thereupon her majesty entered suit against her parliament, otherwise her elec-

tors, and a minor bill will be presented by "You seem disconsolate, friend,' I said, her mother. The case will be heard in

Sues Her Mother-in-Law.

Mrs. Frances L. White of Waukesha, Wis., daughter of the late Governor Ludington, and wife of Frederick H. White, sr., a prominent Milwaukee real estate man, is the defendant in an action for \$20,000 damages brought by her daughterin-law, Mrs. Charlotte E. White, wife of the defendant's son, Frederick H. White, jr., for the alieged altenation of her hus-

The suit is commenced in the Waukesha county court by Mrs. White. The defendant and her family formerly resided at Milwaukee, going to Waukesha a few years ago. They move in the most exclusive circles. The young couple were married in 1901

Dog Saves Two Children.

"Mac." a Duiuth water spaniel, saved the over their depth in Chester creak. Mrs. Frank Spurbeck heard their screams and ran to their assistance. She could not swim and narrowly escaped death. Mrs. Spurbeck's dog, "Mac," leaped in and swam, near the struggling children and then Italy, turned and swam toward shore. The boy suing clung to Mac's tall and the girl to one of

flour, rice and water were thrown on him.

successfully his elopement with 15-year-old Ethol Upperman of Sharpsburg, Pa. Hul-Sharpburg with light. When all was Beaver. the elopement Hulburt moved

Novel Wedding March. In Jasper county, Mo., last week, a bride marched to the altar to the tune of "In the Shade of the Old Apple Tree," played on an accordion by her uncle. Her future life may be just as liberally sprinkled with the reseate brand of connubial bliss as if she had glided down the aisle of a great church

clothes were a mess of flour paste.

to the notes of Mendelssohn's wedding march played by a high-salaried organist. Electricity Aid in Elopement. His knowledge of electricity enabled

Joseph Hulburt Jr., aged 21, to carry off and leaped into her sweetheart's arms as soon as he appeared. The father was town.

awakened, but the darkness was so intensa ALEXANDER of Eastport, he could see nothing. The two took a train Me., is waiting impatiently for the to Jamestown, N. Y., and were married. next one of his bachelor friends. They came back in the afternoon, and the to be married that he may re- young Mrs. Hulburt is trying to fix up tallate for the treatment he peace terms with her angry father.

Curious and Romantic Capers of Capid

received at his own wedding. At his wedding reception he was kidnaped, hand-"Bride" Ring to Chicago Girl. Calvin O. Sanders, who undertook to find cuffed, ridden through town, imprisoned in two watermelon crates and was liberally a wife by burying three caskets of jewelry wet down, and covered with paste en route. In the sand on the beach at South Haven, When he was finally released his dress Mich., has succeeded, in part, at least. In the crowd which came over on the Chi Alexander has been a leader in a set of cago boat Sunday were about 200 employes practical jokers, who made life unhappy of a Chicago store, and upon learning of the for any bridegroom of their crowd. While buried treasures the crowd flocked to the the reception was in progress at the home beach and began the search. Miss Lidia of the bride's parents the conspirators Crowe, who is manager of the linen departhustled Alexander suddenly to the kitchen, ment in the store, was the finder. The box gagged him, handcuffed him and tied his contained the lucky ring, a beautiful diafeet. Then they boxed him up in the water- mond, the finder of which Sanders says he melon crates and put him in a dump cart. will marry. The ring was enclosed in an The cart was driven all over town and envelope, upon which were written the "To the future Mrs. Sanders." words. With the ring was a handsome gold watch

Girl Not to Be Daunted.

to Chicago without seeing Sanders.

Miss Ethel Stewart, a prominent society girl of Beaver, Pa., who is just 20 years old, has finally succeeded in cloping, and she did it in the good old romantic way. by descending from her ped room winodw in the middle of the night, by a ladder which had been provided by her lover.

Miss Stewart is the daughter of James W. Stewart, the brick manufacturer, and one of the wealthiest men in the Beaver valley. The man whom she has just married is burt is employed in the electric light plant. Charles Patterson, night telegraph operator, taken him over their systems in a special ago. He did this, and was then on y blocked

About a year ago Miss Stewart attempted a lever and cut off all the lights in the to clope with another man, but her father provinces he saw the potential wealth of however, that the people wanted the road, vicinity of his sweetheart's home. This was discovered her intentions and brought her the island. He realized the profits that the officials wanted it, and our government the signal for the girl, who raised a window back before the pair were married. She is could be made in sugar, tobacco and fruits, wanted it, and also that no one was likely steamers, and it will have such loading court, is presented at Milan, considered one of the prettiest girls in and was impressed with the fertility of the to object to what every one wanted, and unloading facilities that it will pay Signorina