

HORSE SHOW OUTLOOK GOOD

Omaha to Get Even Better Lot of Exhibits Than Last Year.

LOCAL OWNERS WILL MAKE FINE DISPLAY

Big Horsemen of Country Interested and Promise of Fine List of Entries Already Encourages the Managers.

George H. Wilkins, the new horse show manager, was in the city Thursday and Friday meeting with the directors of the Horse Show association and preparing the prize list for this fall. Mr. Wilkins was most enthusiastic over the prospects for this fall and said:

"There is no reason why Omaha could not put on as good a show as any other town of twice its size, because it has more high class horses that can be seen in an evening's drive on the boulevard than can be seen in the same time at Kansas City or St. Louis. The reputation of W. H. McCord has gone far beyond the confines of Omaha, and all horse shows are eager that he should come with his string, Chicago being after him this early in the game. He has a new pair of heavy harness horses that seem impossible to beat, even if one had the choice of the eastern show stables. He will give the cracks a run for their money.

"Mr. Peck's saddle horse represents a very good type and has shown much improvement since Mr. Peck acquired it. The directors tell me that many new stables have been added since last year in spite of the increase of the number of automobiles. Mr. Kenyon has bought the Bartlett pair which were winners in Chicago.

"There is a strong possibility of F. K. Bull of Racine showing his stable at Omaha. He has one of the most complete show stables in existence. W. Vernon Booth of Lake Forest with his string of hunters, jumpers and polo ponies, as well as Chambers L. Petree of Chicago with his famous high school horse, Artist King, have signified their intention of coming to the Omaha show.

Omaha Show Well Established. Omaha's reputation in the horse show line has become worldwide in the two years that shows have been given, no first show ever being a greater success. All we have to do to make this show the success it deserves will be to pull together. With the added attractions which the new prize list will bring out the attendance of visitors from the outside should be enormous.

"My efforts from now until I return in August will be to work for entries, for in the large entry list lies the success of the show. With plenty of the high grade stables the show will be worth the money and there will be no trouble about the attendance.

"Max Orthwein of St. Louis is president of the Western Horse Show circuit, and I am secretary, the towns of the circuit being Louisville, St. Louis, Kansas City, Omaha and St. Paul. This circuit prevents the conflicting of dates and any new town will have to do something heroic to attract the horsemen any of these shows are now attracting. With the circuit as now established the success of the Omaha show is assured for the horse men will not care to lay off the week between Kansas City and Chicago and will come here."

Eleven Thousand in Premiums. The amount of premium money offered at the horse show this fall is \$11,725. There will be twenty-two divisions of horses, seventy-one classes in all. There will be two championship harness classes. The divisions all the way through will be divided in two, for 15.2 and over and under. The hunt teams and jumpers will all be treated the same as they were last year. A class for cobs has been added, a horse between fourteen and fifteen hands up to carrying 150 pounds. The harness ponies and saddle ponies will have five classes, four of which are devoted to local entries.

Tooth Talk No. 43

Personally I do not, nor do I advise others to, follow up advertisements indiscriminately, without first investigating the author.

But you can't lose in coming to me, for, in addition to getting very superior work, the chances are largely in your favor that it will be done painlessly. That is, without pain to you. And in that easy, cleanly way with a steady quickness that shows the hand of the master.

I make a specialty of Crown and Bridge work.

DR. FICKES, Dentist. 338 Bee Bldg. Phone Douglas 537.

Twenty-two heavy harness classes are on the list, seven of which are local.

The devotees of the speedway and roadster classes will be recognized as usual. Six roadster classes, one local and five open, are on the list. A departure from last year's list is the addition of two consolation classes for honors, which have been exhibited and have not won first. Two potato races will be run, one Tuesday night and one Thursday night. These were run two years ago but were cut out last year.

Two feature classes will be on the program this year, \$50 for each class. One will be for horse any size or sex to be shown to ride, the horse to be judged for its adaptability as a heavy harness horse, style, action, pace, conformation and manners especially considered. The other is a pair of horses any size or sex, the horses to be judged for their adaptability as heavy harness horses, style, action, pace, conformation, and manners especially considered. To be shown before demi-mail, spider or stanhope phaeton.

These classes will attract the big owners of the country and these have already been assured. The purse in itself is big enough to be attractive to call out the best in the country. Mr. Wilkins has word already from Crow & Murray and Pepper, the leaders here last year, and some of the leading Kansas City horsemen. Many other promises are out which the management is relying upon, but the names are withheld at this time.

Borden to Judge.

Spencer Borden of Fall River, Mass., who will be judge, is ranked among the foremost judges of saddle and harness classes in the United States, his experience extending over twenty-five years of judging in the most important shows in the country, such as Madison Square, Philadelphia, Louisville and Boston. Mr. Kuykendall and F. T. Haakell of Chicago are also given promise of their presence.

One of the new rules will protect the patrons against a lot of dog taking the money, for the rule provides that nothing but high class animals shall be exhibited, the prize to be withheld at the discretion of the judges.

In case the saddle, hunter and jumper classes are too large, elimination trials will be held in the mornings. Prizes will be decided as usual. Changing of shoes to permit horse in two classes will not be permitted under the rules, this year.

Announcement.

J. L. Brandeis & Sons announce that their store will be closed all day on Wednesday, Fourth of July.

J. L. BRANDEIS & SONS. Boston Store.

Omaha View Officers.

The Omaha View Improvement club elected these officers at its last meeting: President, A. N. Yost, vice president, John Daitly, secretary, A. F. Wilson, treasurer, G. W. Carr.

Funeral Notice.

The funeral of Wm. Huston will be held from the residence, 123 Chicago St., Monday at 2 P. M. Interment will be had at Prospect Hill cemetery. Friends invited.

TERSE TALES OF THE RAILS

P. S. Eustis Fails to Fool the Oyster Man After Year's Absence.

HOW AN ANNUAL PASS RUINED A MAN

Increased His Trips to the Big City, Where He Spent His Money Freely—C. C. Clarke's Hat Smashed.

P. S. Eustis, passenger traffic manager of the Burlington road was born and reared in Philadelphia. He is not particularly proud of the fact except for the delightful recollections of the little things in his boyhood days there.

"I think there are always one or two incidents or characters associated with boyhood that one remembers better than others," he said. "These will sometimes stick to a person through life and he will remember them when he will forget intermediate happenings and persons. Back in Philadelphia, when I was a boy, there was a character, not a type, named Jack Flaherty. Coming to the United States in his youth, he never quite lost the delightful Irish brogue. Flaherty sold oysters from a wagon in Philadelphia. He started in the business when he first landed and he still selling oysters from a wagon. His custom was to drive through a street selling to housewives. At the corner he would stand half an hour or so and then meander up to the next corner. Everybody knew him—his optimistic disposition and the high quality of his oysters, which he always maintained. Every child was his favorite and he was the favorite of all the children.

"Some time ago, when I was in Philadelphia on business, I sauntered up our old street, with no particular object but to look at the familiar spots. As I approached our old corner I saw an oyster wagon. Going closer, who did I recognize but our old friend, Jack Flaherty. It was the first time I had seen him since childhood. I am over six feet tall, but was considerably under that mark when Jack sold my mother oysters, so I had no fear of being recognized. I went to the wagon, looked at Jack and then at his oysters.

"How are your oysters this morning, Mr. Flaherty?" I asked.

"Fine and fresh," he answered.

"Now that was the question and answer I had heard a thousand times between Jack and my mother.

"Well, how am I to know they're fine unless I eat them?" I responded.

"Well, there's some reason in that, some reason in that," he answered, without looking up from his work of opening the bivalves.

"That was another question and answer that usually passed between Flaherty and my mother.

"I repeated a few more of the old questions and Jack returned with the same old answers. I kept studying his face, but he did not look up from his work, yet each of his answers was made more slowly than the preceding one, and I could see he was thinking, thinking hard, trying to locate me after all those years.

"Well, I'll take half a dozen," I said at length.

"Then Flaherty dropped his oyster opening suddenly and said:

"Percy, my boy, how are you? Little Percy Eustis."

"He was as pleased as a boy with a present. Then he had a little talk in old times. When I finished eating the oysters I passed a dollar over to pay for them.

"Never mind that, Percy, I'm more than that ahead of your mother," he said, with a smile.

Ruined by an Annual Pass. In these famine days of free railroad tickets it is refreshing to hear of an instance where an annual pass over a good big system was returned with thanks.

"Several years ago when the railroads were distributing favors more freely than now I formed an alliance with a fellow who resided in a good district about 100 miles

from a big terminal where I had my headquarters," said P. H. Triestram, assistant general manager of the road.

"This man was a royal rouser and by his disposition he had made a host of friends. In this way I discovered that he was in a position to control and give us considerable business, without much labor on his part, and I cultivated him. He was close to influential people, influenced their travels over our line, was a member of half a dozen societies and orders running excursions over our line continually.

"When I saw what he could do I induced the powers that be to issue an annual pass good over the entire system in favor of my friend. I forwarded him the pass; he thanked me and continued his good work.

"About six months after I received a letter from him enclosing the annual. His letter ran about like this:

"My Dear Triestram: I return herewith the annual pass you sent me a few months ago. When I received it I thought it was a good thing and would save me lots of money running up to the city, and it did—good. But these free rides, the saving of the price of a ticket, have almost ruined me financially and physically. The fact that I had an annual in my pocket has caused me to make fifty trips to the city I would not have made if I had to pay my fare. When I got into the city the feeling that had paid my railroad fare was at ways with me, and when I would spend a dollar here and a couple of dollars there I would console myself with the thought that I had saved my railroad fare. On returning home I would find that while I had saved \$4 or \$5 in railroad fare, I had spent \$15 or \$20 in other ways, all based on the theory that I was saving money on account of my pass. Now if I had had to pay my fare I would not have made one-twentieth of the trips. As near as I can figure it out this annual has cost me \$100 in expenses about \$400, while if I had paid my fare and made no unnecessary expenditures it would have cost me a little over \$100 for the same number of trips. Much obliged, old man, but hereafter I will pay my fare and save money."

"I answered his letter and told him I would stand half his expenses in the city. But it was no go. He was a reformed pass fender and nothing I could do would induce him to accept a free ticket again."

Might Have Been Worse. "Three or four of us were sitting in the smoking compartment of our Cincinnati train one night out of Chicago when a ponderous fellow, weight about 350, entered," said Harry J. Rhin, general passenger agent of the Big Four road.

"With me was C. C. Clarke, one of our traveling passenger agents, and as we were not wearing fare, we crowded over in one corner to allow the newcomer a seat.

"It was a companionable gathering and we talked until a late hour. Clarke and the heavy weight became friendly. Finally our agent became sleepy and signified his intention of connecting with an upper berth. He got up and began to look for his hat. The 'lid' was a new derby, costing \$5, and he could not find it. He searched the racks, then his berth, and back again to the smoker, but no hat.

"When he made known his loss to the men in the smoking compartment all began to look for the lost member of Clarke's make-up. One by one they got up to look where they had been sitting. Finally the 350-pound gentleman arose, and under him was Clarke's hat.

"Our agent made as loud a holler as was advisable under the circumstances, but the big fellow only smiled.

"Oh, it might have been worse," said the heavy weight.

"Might have been worse?" gasped Clarke. "I don't see how it could have been worse."

"Well, it might have been my hat," replied the good-natured levitician.

BRIDGE BUILDING IN AFRICA

Incidents of the Hazardous Work of Spanning the Gorge of the Zambesi.

The riveting up of the Zambesi bridge proved to be a more formidable undertaking than had been anticipated. Several of the riveters were brought from England were unable to stand the climate, and we had to depend largely on the men in the country. We found that an average day's work in England and in Africa were two very different things. Although we had good hydraulic and pneumatic equipment, the rate of progress was rather slow.

An interesting incident occurred during the riveting. A leopard, which had previously devastated the hermitages of everyone in our locality, besides taking sundry dogs and cats, was run over by an engine one night. He had apparently been dazzled by the headlight and had lain on the track. He was seen by the driver, who pulled up. The skin was found to be scarcely damaged.

The deep pools among the islands in the river were the haunt of numerous hippopotami, and, although peaceable most of the year, if left alone, at certain times became dangerous. We were chased on one or two occasions when in Canadian canoes, but never came to grief. Others were not so fortunate. Three canoes were overturned in one week. In one case one of the civil commissioners' native paddlers was drowned. In another, the man overturned lost his rifle and other gear and had to swim to one of the islands, where he remained all night.

Another adventure, that befell two of our riveters, is perhaps worth recording. They went a little way along the gorge and there found the remains of a redbuck. They started to cut out the horns. Suddenly they heard a growl behind them. Turning, they saw a lioness with two cubs, who was evidently annoyed at this interference with her dinner. The two men did not stop to argue, but made a bee line for the gorge, down which they jumped—about as dangerous a proceeding, one would think, as facing the lion. Luckily they stopped sliding a good way down, and returned very much bruised and excited. The lioness was followed next day for some distance, but the party were unable to come up with her.—World's Work.

A Hint for Atlas. The party of mythological tourists comes upon Atlas supporting the earth. Here he has a chance to boast of his strength about what a hard task is his one of the tourists inquired, blandly:

"And what are you doing, my good man?" "I am holding up the earth, and it is a mighty hard—"

"If I didn't it would drop."

"All very well, but where would it drop to if it should drop?"

Shrugging their shoulders, the tourists pass on in search of Hercules, to find a few flaws in his record if possible.—Chicago Post.

Handed Down. The cheerful idiot smiled at the landlady.

"Did I understand you to say, madam, that your grandfather was one of the early surveyors who laid out this noble city?"

"Yes, indeed," the good lady replied. "My grandfather drove his stakes over all this section."

"It was thoughtful of him," said the idiot as he wept desperately at his bit of portershouse. "It was very thoughtful of him to want to hand down the stakes."

And he stopped trying to cut his particular steak and sank back exhausted.—Cleveland Plain Dealer.

A vacation at home

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Remember: We are Western Headquarters and Direct Representatives of the Victor and Edison Factories. ...SEE US BEFORE BUYING...

The New 1906 Models, from \$10 to \$100. 50,000 New Records to Select From. FREE CONCERT DAILY

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We have on our floor a full line of each, in all styles, sold for cash or easy monthly payments. We have some Special Bargains in Used Machines. They have all been overhauled and put in first-class shape. We Rent Machines at \$1.00 per week. We repair and sell parts for all makes of machines.

Nebraska Cycle Company

CORNER FIFTEENTH AND HARNEY, OMAHA. Geo. E. Mickel, Mgr. 334 Broadway, Council Bluffs, Phone B618. 438 N. 24th St., South Omaha.

Dyball's Ice Cream. Is all pure cream. There isn't a particle of impurity in it—no injurious chemicals or ingredients used to make it keep, but just pure, wholesome cream, hard frozen, refreshing and appetizing. The cream used is rich and pure, the flavors and fruits the finest produced, the making the most expert. We could not make a better ice cream if we paid ten times the price in producing. Frozen hard and packed in attractive packages. Pints 20 cents, quarts 40 cents. Party and family orders solicited. Deliveries made to all parts of the city. OUR SODA FOUNTAIN. You will find in Dyball's Soda Fountain menu all the "latest" in fancy and dainty drinks. Every drink is mixed by soda dispensers who are experts, and it is served to you in that dainty way that all like so well. Ours is the coolest and most commodious room in the city. Come and see us. DYBALL'S 1518 Douglas Street. Phone Douglas 1416.

The Omaha Water Company. The United States Circuit Court of Appeals having decided the schedule of water rates established by City Ordinance No. 423 is a matter of contract which could not be changed by the Water Board, notice is hereby given to the customers of the Company who have paid only the rates declared by the Water Board in 1905, that they are required to pay, at the office of the Company, the balance charged against them. THE OMAHA WATER COMPANY, By E. M. Fairfield, General Manager. June 25, 1906. SCHOOLS AND COLLEGES. BROWNELL HALL, OMAHA. Home School for Young Women. Academic and college preparatory courses. Certificate admits to Vassar, Wellesley, Mt. Holyoke, Smith, University of Nebraska, and University of Chicago. A student who holds a certificate of admission in the college of arts, science, or of literature of the University of Nebraska is admitted to the Junior year of the Academic course without examination. Exceptional advantages in Music, Art and Domestic Science. Well equipped gymnasium. Tennis, hockey and other field sports. Instructors college graduates of large teaching experience. Students mothered, sympathetically by experienced women who appreciate the needs of young womanhood. Address, MISS MACRAE, Principal.

Suit Cases. SPECIAL \$7.50 CASE \$5.00. We have placed on special sale this week a full Cowhide Leather Suit Case, size 24 inches, lined, with shirt folder, heavy steel frame, brass lock and bolts. It is regularly priced at \$7.50, but marked down—special this week at \$5.00. 20% DISCOUNT on all Suit Cases and Traveling Bags this month. See our line of Japanese Matting Suit Cases. Just the thing for hot weather. We are closing them out at reduced prices. We carry everything in Traveling Bags, Trunks and Sample Cases. OMAHA TRUNK FACTORY. Salesroom and Factory, 1209 Farnam St., Omaha, Neb. SCHOOLS AND COLLEGES. BELLEVUE COLLEGE. will be open to summer boarders July 1st. Rates for adults, \$5.50 to \$5 per week. For particulars address BELLEVUE COLLEGE, Bellevue, Neb.

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