DIAMOND DICK'S BIG BUSINESS

Supported by an Army of Fifty Traveling Men, He is Represented in Every State in the Union.

PRESIDENT OF A BIG MINING COMPANY

Jewelers Look Askance at a Genuine Stone and Claim it is False Because it Came from the Famous Diamond Imitator.

Wm. A. Scholl (Diamond Dick), who some time ago gave to N. P. Frandsen, the jeweler, of 16 South 16th street the exclusive sale of the only manufactured diamond known to science, which the experts of America have acknowledged to be undetectable from the old mine stones, again has the laugh on the people who claim they can tell the gem from its costly prototype.

Last week he was requested by a couple of business men to donate to the "Billy" Williams fund, which he did by presenting a genuine 2-karat pigeon blood ruby to Mrs. Williams, and told her to raffle it off by selling tickets on the stone. Mrs. Williams desired to place the stone in some jewelry store on exhibition, but the dealers refused, stating that if it came from the noted diamond man it was a fake and they wouldn't be responsible for it. So the poor woman took it back to the presenter, who laughed aloud, because he was some hundred dollars more to the good.

Mr. Scholl is represented by an army of nearly fifty traveling representatives, selling the manufactured diamonds to bankers and business people of all classes. The branch office recently established here has added seven new men to the list. Every day comes inquiries through the mails and requests to have a representative call when in their city. Jewelers are clamoring to secure the agency of the gem from all over the country, and Mr. Frandsen is busy with the local trade, which agency he controls. It was a great stroke of the business hammer he made when he paid the money for it, as beyond a shadow of a doubt on the shirt fronts and fingers of Omahas' most intelligent scintilate the pure white steel manufactured diamonds which came from man's laboratory, that no expert can detect from the ones taken from the mines in South Africa, at ten times the price.

OMAHA THE MINER'S HOME.

Not only is Diamond Dick at the head of the manufactured diamond industry, but he is president of the Idaho Mining Copper Company, which is composed of over one hundred bankers in the central states. This position was given him four years ago, and its leader has guided his followers safely to success. Mr. Scholl's home will always be here, and in January he will organize a jewelry manufacturing company composed of some of Omaha's leading business men, to supply the wants of the western retail trade, which has been a long felt want.

BATTLE OF THE RAIL KINGS

Mighty Struggle for Territory in the West and Northwest.

CONTROL OF THE PACIFIC COAST

Harriman, Hill and Gould Put Forces in the Field—Natural Obstacles to Overcome and Great Sums Spent.

The romance of the west today is the story of the battle of the railways. There is little of the adventurous in the present railroad doings of the east. It is the cold business enterprise.

But once over the big river, the spirit of adventure runs through every page. In the great struggle for the command of the gulf, in the battle of the giants for the traffic of the coast, men are men, not mechanisms.

In the east they say, "The Pennsylvania has done this," or "the New York Central has done that," and so on to the end of the story. Out west men speak of Hill, of Harriman, of Gould, of Yoakum. The difference is the difference between the first-class machinery exposition and a first-class fight.

The Pacific northwest is the real center of the building activity. The states of Washington, Oregon, Idaho, Montana and Nevada claim more than 3,000 miles of new railway in immediate prospect. What this means may be inferred from the fact that it is more railway than now exists in the state of Washington and is twice as much as there is in Oregon. These states have all outgrown their railway systems.

Here also lies the amphitheater of the most spectacular railway contest of the day, for here James J. Hill meets E. H. Harriman in the field. Oregon for forty years has lain fallow, bound around by the great circle of the Shasta Route and the Oregon Short Line. This past summer Mr. Harriman has announced that more than 1,000 miles of railway will be built for the opening of Oregon—the great, deep, mysterious desert of central Oregon.

Beyond the Columbia.

Across the Columbia river, in Washington, Mr. Hill is building the Portland & Seattle railway from near Pasco into Portland, about 230 miles. It is the most singular railway ever built in the west.

It is to cost between $60,000 and $70,000 a mile, to be built of the heaviest steel rail, and to be practically a water level line across the Rocky mountains. To accomplish this feat mountains are leveled and cast into the river, huge cliffs of solid granite pierced with a series of tremendous tunnels and great crevasses filled with broken rock.

The roadbed, in fact, is being cut along the precipitous cliffs that are the north shore of the Columbia river. The one sole purpose of this made road is to provide a new highway for the Northern Pacific and the Great Northern, which shall make those roads the cheapest, and therefore the most powerful, of the railways that carry freight from the lakes to the Pacific.

There is no local traffic on the line. On the south flows the broad Columbia, with the Oregon Short Line but a few miles back from its shore. On the north lie the cliffs and the mountains.

In direct reprisal for this daring invasion of Portland, Mr. Harriman is shoving the Union Pacific north into Seattle, the headquarters of Puget sound traffic. He has spent more than $10,000,000 to get his terminals and approaches, and intends to carry his fight into the heart of the enemy's country. This line, like the last, is a strategic railway rather than a pioneer.

On to the Coast.

Into this battle of the mighty intrudes a new combatant, the Chicago, Milwaukee & St. Paul. The country traversed by its surveys is semi-arid in places. Coming into the mountains the road cuts through the copper center of the world, skirting the marvelous mountain of Butte.

Beyond, it pierces the great forests. Here and there, throughout the thousand mile stretch of main line, it traverses rich valleys, heavy with grain and cattle. Across the Columbia it runs through the home of the big red apple, perhaps the most distinctive of the varied products of the garden state of Washington.

This is a giant project. In time it will probably make the St. Paul the second or the third largest of the railways of the union in point of revenues. It means the creation of a new highway to rival the Great Northern and the Northern Pacific.

Tardy Recognition for Wyoming.

Wyoming is coming in for a tardy recognition as a railway field. The United States government is spending many millions of dollars on two great irrigation projects in that state.

In consequence, the Chicago & Northwestern is pushing through a branch from Casper westward. The Colorado and Southern has surveyors in the field running a line north from Denver to the Yellowstone river. The Chicago, Burlington & Quincy is mapping out a new line.

Southward the Hill lines disappear. That mighty pioneer is replaced in the central region by George J. Gould, who rivals the activities of E. H. Harriman. The new Gould line is one of the most spectacular and impressive episodes of the day.

It is designed to be the western division of the Gould transcontinental railway, from Baltimore to San Francisco. It is a task of huge proportions. It must cross the Sierras with a line that shall be cheap to operate.

The only railway that crosses this range in central territory today is the Central Pacific, built more than forty years ago by the California pioneers. It climbs almost into the eternal snows, then slides swiftly down into the region of eternal summer.

As yet the difficult parts of the new Western Pacific are little more than surveys, but the reports that come out of the west indicate success. If the engineers finally secure a line through the Sierras with a maximum grade of only fifty-two feet to the mile, the new road will undoubtedly revolutionize the carrying of through freight from Salt Lake to San Francisco.—Review of Reviews.

Beyond the Pale.

A friend of James Whitcomb Riley tells of an occasion when the humorist, who is, as a rule, extremely averse to social functions, was induced to attend a "literary" dinner in Indianapolis given in honor of a novelist of that city.

Riley had been told off to take in to dinner the sister of his host, an excellent woman, though anything but "literary."

The conversation touching upon the beauties of Chaucer, about whom a certain set of the city was then cultivating a fad, a spirited discussion ensued during which the bewildered sister caught from time to time only the name "Chaucer."

At last she whispered to Riley: "Who is this Mr. Chaucer they're talking about so much? Is he very popular in society?"

"Madam," solemnly responded Riley, "that man did something that forever shuts him out of society!"

"Heavens!" exclaimed the worthy dame; "and what was that?"

"He died several hundred years ago," said Riley.—Harper's Weekly.

WILD DEMAND FOR BRACELETS

Product of Factories for the Year Sold Out and Orders Coming In.

Jewelry manufacturers are having the time of their lives trying to fill orders which have rushed upon them to an extent never before known in the trade. This was the report given out by every maker of gold and silver jewelry within the last few days. With most of the plants operated day and night the demand cannot be supplied. A scarcity of skilled workmen is one of the conditions, and this has led to advances in wages.

The Maiden Lane district of New York is the outlet through which is sold not only the product of the New York factories, but also of various other cities. The manufacturers whose salesrooms are here and who have factories in Newark, Providence, the Attleboros and other cities, say that the situation at all of these places is similar to that in New York. In eastern cities where cheaper average grades of jewelry are made the stress is said to be even greater.

Some of the manufacturers say that they have been compelled to refuse further orders which called for deliveries before the holidays, as the output is sold up to next year. Retailers from all parts of the country have been coming on to New York in large numbers in order to urge deliveries, many offering cash payments in the hope of getting their supplies more quickly.

Bracelets are given as the direct cause of the strain upon the factories. Although other kinds of ornaments are being made in large quantities, the bracelet output is said to exceed numerically, and perhaps in value, all the others put together. Numerous factories have this season been converted from other lines of jewelry to the manufacture of bracelets. Everything else in many shops is being shoved aside to increase the production of them.

An odd circumstance is that simultaneously with the home demand for bracelets in all parts of the United States, the jewelers report a cry of the same kind from South America, Cuba and the Philippines, lands in which American jewelry has been meeting with much favor in late years. On the other hand, importers at New York have been bringing here an increased valuation of jewelry from Paris, but this is mostly of the finer grades. The duty is 60 per cent ad valorem.

Salesmen and parts of office forces have been put to work at the benches. Several prominent manufacturers of Maiden Lane have brought their wives and daughters to the shops, and many married women, who as girls worked in the factories, have again turned their hands to the specialties in which they formerly acquired skill.

Retail jewelers, in some instances, have installed small shops in any available room in or near their stores for the special purpose of turning out bracelets. Superior hand work is being done in some of these small shops, and this appeals to people who look for designs that nobody else wears.

Manufacturers say that a large proportion of the best workmen in the factories came from the European jewelry centers years ago, and, while their ranks have been gradually depleted by deaths and other causes, American boys have not stepped forward in sufficient numbers to fill their places. Apprentices are not in those times encouraged by other employes, it is said.

"Workmen were glad in the old days," said a manufacturer who rose from the bench, "to teach the boys who came into the shops as apprentices. That disposition is now rare. This is one reason, I think, why boys are more disposed to enter offices than to learn trades."—New York Sun.

THE BIRD OF FREEDOM

Information About the Eagle Supplied by the United States Biological Survey.

Eagles are popularly supposed to be quite different from hawks, but, in a word, they are nothing more than large hawks. They reach sometimes the age of nearly 100 years. They live singly or in pairs and dwell in the wilder places in all kinds of country, from tropical deserts to the Arctic regions. In their search for food, however, they often wander far and, emboldened by hunger, even approach the abodes of man. In story books and newspapers eagles have many times been accused of carrying off young children, but such tales are unreliable.

The bald eagle, white-headed eagle, white-headed sea eagle, or bird of Washington, is of particular interest to Americans as the national emblem of the United States, to which dignity it was elevated on June 20, 1782. The name "bald" eagle originated from the white head and the erroneous impression of baldness it gives at a distance. This bird measures about three or three and a half feet in length, from six to eight feet in extent of wings and weighs from six to twelve pounds. Under most circumstances wary and difficult of approach, this eagle nevertheless is often surprisingly tame and unsuspicious. Unprovoked it rarely attacks man, although such instances have been reported. It prefers trees for watching and roosting, but in spring sometimes descends to ride the cakes of ice in the river, apparently looking for fish.

This species breeds throughout its range wherever suitable places exist and it has been known to lay and hatch eggs in confinement. In the southern part of the United States, from Florida to Texas, it breeds very early, depositing its eggs usually during the first half of December; in the middle states and in California it lays in February or March, about the middle of April in southern Alaska, sometimes in May or even June in the Arctic regions.

The nest is located nearly always in the vicinity of a stream or body of water. The favorite site is the top of a tall tree. Where there are no trees a rock or a niche in a cliff serves the purpose.

The same nest is occupied year after year and annually repaired or augmented until it becomes an immense structure, five, six or even eight feet high and as much in diameter, containing fully a cartload or two of material. It usually forms a strong platform, with only a slight depression in the center, and easily sustains the weight of a man.

Ducks of various kinds fall regularly a prey to the bald eagle and they are stolen from unwary sportsmen just as readily as larger birds. Wounded ducks, with those pudloined from hunters, form at some seasons a good share of its food. At favorable opportunities this eagle preys upon fawns and, pressed by hunger, will sometimes attack a full-grown deer, particularly if the latter be wounded.

In most of the states of the union and in many of the Canadian provinces the bald eagle is protected by law, either specifically or by general enactment, but in a few it is still specially exempted from the provisions of the general nongame protection acts.

An Anchor to the Windward.

"I cannot speak of Daniel O'Day without emotion," said one of his associates high in the Standard Oil company. "There never was a braver, truer man to work with. He was master of his business, master of resources, and one always felt that at the call of duty or the behest of friendship he would cross the continent at an hour's notice. This quality always made him a picturesque figure. He was a cavalier of the oil fields."

Of his many benovelences, says the New York Mail, tales without number are told, evidencing his mother wit as well as the universality of his giving. One recalled by a friend seems worth telling:

Mr. O'Day was a Catholic and the friend was a Protestant. The latter, finding Daniel O'Day's name down for a thumping subscription to a Baptist charity, asked him how he could square himself with the Pope. O'Day, assuming his quizzical expression, said:

"Well, the next world, maybe, is not accurately charted, but between you and me, that Baptist subscription was a little anchor thrown to windward in the waters of heaven."

He Swallowed All.

The scholarly William E. Byerly, professor of mathematics at Harvard, was once asked by a student how to develop a retentive memory. The professor answered that ordinary mental exercise was sufficient to secure a good memory, whereat the student asked if he might test the mental capacity of his instructor. Prof. Byerly agreed, and the student asked him to listen to and remember several varied items for a test. He began:

"One quart of whisky."

"Um!" said the professor.

"Six pounds of sugar, a pint of sour milk, three onions, half a gallon of molasses, and two raw eggs."

"Um!" said the professor.

"Two green apples, twenty-six peanuts, one and a half cucumbers, and four mince pies."

"Um!" said the professor.

"A package of starch, sixty-seven cakes of yeast, and the skins of seven bananas. Got that down?"

"Yes," answered Dr. Byerly.

"How does it taste?" asked the student.—Boston Herald.

In the Interests of Truth.

"I want to know," said the attorney for the plaintiff, who was cross-examining the witness, "just what the defendant said when my client told him he was a bigamist and that the facts had been found out."

"He didn't say anything," answered the witness.

"Well, what did he do?"

"He acted kind o' hasty."

"I want to know exactly how he acted."

"Want me to show you?"

"Yes."

The witness suddenly reached over, grabbed the attorney by the hair, threw him down on the floor and proceeded to hammer him.

"This is the way he acted," he said, "till the other fellows interfered. Some of you say she 'had her face slapped' you imply that it was done at her request."

"Sure. That's what I mean. Her press agent did it."—Cleveland Press.

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