

Telephone Douglas 618 Reaches All Departments.

Basement News for Tuesday

Great Special Sale of Renaissance Scarfs.

Tuesday—\$1.75 and \$2.00 Renaissance Scarfs, size 20x54, inches— at each. 1.00

Tuesday—10c Teneriffe Doilies—at, each. 2c

Tuesday—12 1/2 Renaissance Doilies—at, each. 8c

Tuesday—15c Teneriffe Doilies—at, each. 5c

Bargain Square, Basement. Remnants of Silkoline, 36 inches wide, regular 12 1/2c quality; on sale Tuesday at, per yard. 5c

THOMPSON BELDEN & CO. Howard, Cor 16th St. See, 9-16-07. Open Saturday Evening.

BONDS FOR WATER SYSTEM

Proposition for Voters Now in Hand, Says Howell.

BOARD IS DEBATING MATTER seems Like Dental of the Commissioners Month Ago Such Scheme Was Contemplated Will Be Overturned.

Despite the denial a month ago of members of the Water Board it is said to be likely probable the voters of Omaha will be asked to determine the question of issuing bonds for the construction of a new water system for Omaha.

The board of engineers which was here last week has adjourned to meet in Omaha on the call of its chairman, M. L. Holman of St. Louis, who has taken home with him the recommendations of the other members with reference to the style and extent of the system.

The preliminary work of the engineers was practically completed Saturday afternoon and the afternoon was spent in consultation with members of the Water Board and the attorneys.

The chairman of the committee of the board would not say that such a proposition will be submitted, but he did say that the matter would be determined by the board as soon as the reports of the engineers had been received and that it would be acted upon in time to call for the submission of the question at the November election in case the board should adopt that plan.

The next regular meeting of the board will be held the first Wednesday in October, but the matter must be determined before that time, as at least thirty days' notice of the election must be given.

FIRE RECORD.

Grocery Store at Blair. BLAIR, Neb., Sept. 15.—(Special Telegram.)—At 11 o'clock tonight fire destroyed the stock of groceries recently sold to Chris Hanson by Chris Nelson. The stock and fixtures, valued at \$1,500, are almost a total loss, also his book of accounts. The building, valued at \$1,500, was badly damaged. Insurance, \$500 on building and same on stock. The fire is supposed to have started from greasy rags in the meat department.

HYMENEALE

Walkup-McCandless. The marriage of Joseph H. Walkup and Miss Sarah Elizabeth McCandless took place at the residence of the officiating clergyman, Rev. H. G. Kirshstein, 212 Wirt street, pastor of the North Side Christian church. The bride and groom left immediately for a wedding tour of Colorado Springs, where they will remain two or three weeks. They will be at

Make it Right

First, be sure it comes to a boil, then boil it 45 minutes longer. That's the only way to get the rich color, specific flavour, and wholesome food qualities out of

POSTUM FOOD COFFEE

You can't get any "badness" out of it, if you boil it an hour—there's none there. It's made of clean, hard wheat berries, parched just like coffee but without the drug—caffeine—that makes the coffee harmful to so many persons.

Make it right, and understand why

There's a Reason for POSTUM

STATISTICS OF RAILWAYS

Interesting Facts Shown by Interstate Commerce Commission.

ABSTRACT OF ANNUAL REPORT

Average Revenue Per Passenger Per Mile for Last Year is Just Fraction Over Two Cents.

The average revenue per passenger per mile for all the railroads in the United States for the year ending June 30, 1906, was 2.02 cent. This fact is contained in the annual report of the Interstate Commerce Commission, an abstract of which bearing date of September 5, 1907, has just been issued. This same report shows that interesting fact that 84 persons are employed for every 1,000 miles of tracks in the country.

The figures in this report are based on summaries in the nineteenth annual statistical report of the Interstate Commerce Commission, prepared by its statisticians, as the complete report for the year ending June 30, 1907. This report, being similar to preceding reports, the series contains tables showing details of mileage, capitalization, earnings and expenses by roads, and besides includes many summaries of statistics for the roads as a whole.

The report shows that the total single track railway mileage in the United States was 224,963.11 miles, or 6,282.13 miles more than at the end of the previous year. The operated mileage for which substantially complete returns were rendered was 223,340.30 miles, including 7,959.97 miles of line used under franchise rights. The aggregate length of railway mileage, including tracks of all kinds, was 27,683.19 miles.

The number of railway corporations for which mileage is included in the report was 412, during the year ending June 30, 1906, including 1,654.4 miles of line were reorganized, merged or consolidated. The corresponding figure for the year 1905 was 3,802.03 miles.

The report shows that for the year ending June 30, 1906, the mileage of roads operated by receivers was 3,921.4 miles, or an increase of 1,155.03 miles, as compared with 1905. The number of roads in the hands of receivers was thirty-four.

Volume of Equipment. On June 30, 1906, there were in the service of carriers 31,672 locomotives, the increase being 3,335. These locomotives, excluding 1,096, were classified as: Passenger, 22,349; freight, 25,848, and switching, 8,485. The total number of cars of all classes was 1,968,912, or 116,041 more than for the year 1905. This rolling stock was thus assigned: Passenger service, 62,262 cars; freight service, 1,877,514 cars, and company's service, 78,336 cars. These figures do not include cars owned by private companies, firms or corporations.

The reported number of persons on the pay rolls of the railways in the United States on June 30, 1906, was 1,833,365, which is equivalent to an average of 684 employees per 100 miles of line. These figures show an increase in the number of employees as compared with the year 1905 of 129,150, or 47 per cent. The number of employees 58,586 were engineers, 62,678 firemen, 43,936 conductors, and 119,073 were other trainmen. There were 49,569 switch tenders, crossing tenders, and watchmen. The total number of employees, including those discharging a small number not assigned, were apportioned among the four general divisions of railway employment as follows: For general administration, 57,664; for maintenance of way and structures, 486,679; for maintenance of equipment, 219,682; and for conducting transportation, 649,829.

The report includes summaries showing the average daily compensation of eighteen classes of employees for a series of years, and also the averages for the several classes. The total amount of wages and salaries reported as paid to employees during the year ending June 30, 1906, was \$90,591,463; but this amount is deficient by more than \$27,000,000, because of the loss of railway records in the San Francisco calamity.

Capitalization of Railways.

The total value of the amount of railway capital outstanding was \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States. Of this capital there existed an amount of \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States. Of this capital there existed an amount of \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States.

Announcements, wedding stationery and calling cards, blank book and magazine binding. Phone Doug. 1904. A. I. Root, Inc.

New Postmaster at Bancroft.

OYSTERS BAY, Sept. 16.—President Roosevelt today appointed the following postmasters: Bancroft, Meeker, Colo., Charles W. Briggs, Sutherland, Ia., Edward H. Mack, Bancroft, Neb.; W. B. Johnson, Manhattan, Neb.; H. B. Howard, Myrtle Point, Ore.; Mrs. R. K. Walton, Walnut Springs, Tex.

BRIEF CITY NEWS

Have Root print it.

Geo. Hoffman, undertaker, new location. 1517 N. Douglas 5303. F. A. Blinhardt, photographer, removed to Eighteenth and Farnam streets.

Business semi-annual, \$1.30 per ton.

Central Coal and Coke Co. of Omaha. Fall Dress Suits and Prince Alberts, latest styles, at Vollmer's, 137 S. 16th St.

If you are not already a depositor with the City Savings Bank, allow us to suggest that you become one. It will be of assistance to you.

Our stock of fall and winter wools is complete. An order placed now may be filled at your convenience. Guebert & McDonald, 317 South Fifteenth street.

Luncheon for Pastor—The governing body of the First Congregational church met with Rev. E. T. House at luncheon at the Commercial club Monday to talk over church affairs.

Greener Struck by Street Car—Emil Horstein, a grocer at Eighteenth and St. Mary's avenue, was struck by a South Omaha car northbound at Fourteenth and Howard streets and his wagonload of provisions scattered over the pavement, but his injuries were inconspicuous.

Engins Jump the Track—A peculiar record occurred in the Missouri Pacific yards Sunday morning as a local train was leaving town. The 8:05 A. M. train had left the Webster street station and proceeded as far as Locust street, when the engine became derailed and was badly damaged.

Folicies of New Company—The newly organized Fidelity and Casualty company has taken possession of offices in the Merchants National bank building and is ready for business. The company's first policies are in the hands of the printer and will be ready for issue this week.

Omaha Getting Religious—That the character of Omaha morals is improving is shown in the fact that no less than half of the city's population are making inquiries of the watchmen at the postoffice Sunday as to the whereabouts of the best churches.

The inquiries have hitherto been for persons whose lids were supposed to be open on Sundays.

Will of Andrew J. Hanson—The will of the late A. J. Hanson will be filed in Douglas county court some time this week. While the estate is supposed to be a large one, Mr. Hanson is said to have disposed of much of his real property in Douglas county before his death.

His estate is variously estimated at from \$500,000 to \$1,000,000.

New Railroad Map of State—At last the people of Nebraska may have a state railroad map worthy of the name. The State Railway commission has prepared an accurate map and has had an edition of 30,000 printed for distribution among shipper.

The Omaha Commercial club has a few. The map is of the size for wall use and is printed in eight colors.

Record-Breaking September—With half of the month of September gone the building inspector says there is work enough in sight to make this a record-breaking September in his office. At the present time the total building operations amount to \$2,500,000 less than for the same time last year, but the operations of the current month are expected to bring the total above that of October 1, 1906.

People Like Novelties—That people like novelties of any kind was shown by the large crowd which turned out to see the big talking machine. One of the banner crowds of the season was present to hear the machine and the cars were taxed for some time in handling the people.

It is estimated that by actual count over 3,500 persons were present during the afternoon.

Loeb Cannot be With Masons—William Heller, chairman of the public utility committee of the Masonic anniversary committee has received a letter from Secretary Loeb at the White House regretting his inability to accept an invitation to attend the anniversary celebration here September 23 and congratulating the grand lodge.

The invitation was graciously engrossed. An invitation has also been sent to President Roosevelt.

Prayers for Fair Weather—County officers are sending up special prayers that this warm weather continues for two or three weeks at least. The contractor Robert Fink has begun the work of re-erecting the boilers used to heat the building and in case of a cold snap the occupants of the building would have to keep warm by swiping their arms and kicking their feet against the wall. The boiler will be erected on a new place put in. The work will take about three weeks.

Bonds at Small Premium—Treasurer Fink has made an arrangement, subject to confirmation by the council, whereby bonds to the value of \$25,000 will be bought by the city for a comparatively small advance upon the face. The bonds are payable in installments over a term of five years and the total amount of principal and interest would be paid if they ran the full term would be \$25,000. The purchase price agreed upon is \$23,585. This is said to be a greater profit than the city could make on the money in banks.

Fire at Brick Kiln—The shed, walls and roof of a large brick kiln at the yards of the Smith Brick company at Twenty-second and Woolworth avenue caught fire shortly after noon Monday and were almost completely destroyed, causing a loss of possibly \$100,000. The fire in the kiln fed from above and men had been working in the northeast corner of the shed on the roof of the kiln only a few moments before the wooden part caught. It was not supposed that the wooden part was exposed to the kiln fire. The mass spread rapidly when once caught and dense volumes of smoke attracted attention blocks away.

Corn Crop Assured—The Northwestern railroad has had some figures compiled by the passenger department from statements received from sixty agents in Nebraska which show that the corn crop of the northern part of the state is practically assured. From a compilation of these figures it is found that the section of Nebraska through which the Northwestern travels is assured of 90 per cent of last year's corn crop. Last year's crop was exceptional, low to get 90 per cent this year is considered a splendid showing in consideration of the fact that all crops in Nebraska had a late start this year.

In the Divorce Court—Two mismatched husbands applied to district court for divorce decrees Monday. Clinton K. Brown, complaining of Mary C. Brown, declared that the use of intoxicating liquors some time ago and drank so much of it she was unable to attend to her household duties. Roy Burdick asked for a divorce from Mattie, asserting she left him July 12, 1907, and declared she would not live with him any more. He also accused her of serious misconduct and asks for the custody of their child, Henrietta Lloyd.

Kirkendall Leads a Whale—Dragged into the middle of the Missouri river by a monster catfish, Martin Kirkendall, brought in the criminal court room of the district court, was the hero of a fishing party that spent Saturday night and Sunday on a sandbar just below Bellevue. Kirkendall got the whale on his line and the fish surprised him so he lost his balance and

STATISTICS OF RAILWAYS

Interesting Facts Shown by Interstate Commerce Commission.

ABSTRACT OF ANNUAL REPORT

Average Revenue Per Passenger Per Mile for Last Year is Just Fraction Over Two Cents.

The average revenue per passenger per mile for all the railroads in the United States for the year ending June 30, 1906, was 2.02 cent. This fact is contained in the annual report of the Interstate Commerce Commission, an abstract of which bearing date of September 5, 1907, has just been issued. This same report shows that interesting fact that 84 persons are employed for every 1,000 miles of tracks in the country.

The figures in this report are based on summaries in the nineteenth annual statistical report of the Interstate Commerce Commission, prepared by its statisticians, as the complete report for the year ending June 30, 1907. This report, being similar to preceding reports, the series contains tables showing details of mileage, capitalization, earnings and expenses by roads, and besides includes many summaries of statistics for the roads as a whole.

The report shows that the total single track railway mileage in the United States was 224,963.11 miles, or 6,282.13 miles more than at the end of the previous year. The operated mileage for which substantially complete returns were rendered was 223,340.30 miles, including 7,959.97 miles of line used under franchise rights. The aggregate length of railway mileage, including tracks of all kinds, was 27,683.19 miles.

The number of railway corporations for which mileage is included in the report was 412, during the year ending June 30, 1906, including 1,654.4 miles of line were reorganized, merged or consolidated. The corresponding figure for the year 1905 was 3,802.03 miles.

The report shows that for the year ending June 30, 1906, the mileage of roads operated by receivers was 3,921.4 miles, or an increase of 1,155.03 miles, as compared with 1905. The number of roads in the hands of receivers was thirty-four.

Volume of Equipment. On June 30, 1906, there were in the service of carriers 31,672 locomotives, the increase being 3,335. These locomotives, excluding 1,096, were classified as: Passenger, 22,349; freight, 25,848, and switching, 8,485. The total number of cars of all classes was 1,968,912, or 116,041 more than for the year 1905. This rolling stock was thus assigned: Passenger service, 62,262 cars; freight service, 1,877,514 cars, and company's service, 78,336 cars. These figures do not include cars owned by private companies, firms or corporations.

The reported number of persons on the pay rolls of the railways in the United States on June 30, 1906, was 1,833,365, which is equivalent to an average of 684 employees per 100 miles of line. These figures show an increase in the number of employees as compared with the year 1905 of 129,150, or 47 per cent. The number of employees 58,586 were engineers, 62,678 firemen, 43,936 conductors, and 119,073 were other trainmen. There were 49,569 switch tenders, crossing tenders, and watchmen. The total number of employees, including those discharging a small number not assigned, were apportioned among the four general divisions of railway employment as follows: For general administration, 57,664; for maintenance of way and structures, 486,679; for maintenance of equipment, 219,682; and for conducting transportation, 649,829.

The report includes summaries showing the average daily compensation of eighteen classes of employees for a series of years, and also the averages for the several classes. The total amount of wages and salaries reported as paid to employees during the year ending June 30, 1906, was \$90,591,463; but this amount is deficient by more than \$27,000,000, because of the loss of railway records in the San Francisco calamity.

Capitalization of Railways.

The total value of the amount of railway capital outstanding was \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States. Of this capital there existed an amount of \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States.

Announcements, wedding stationery and calling cards, blank book and magazine binding. Phone Doug. 1904. A. I. Root, Inc.

New Postmaster at Bancroft.

OYSTERS BAY, Sept. 16.—President Roosevelt today appointed the following postmasters: Bancroft, Meeker, Colo., Charles W. Briggs, Sutherland, Ia., Edward H. Mack, Bancroft, Neb.; W. B. Johnson, Manhattan, Neb.; H. B. Howard, Myrtle Point, Ore.; Mrs. R. K. Walton, Walnut Springs, Tex.

Prayers for Fair Weather.

County officers are sending up special prayers that this warm weather continues for two or three weeks at least. The contractor Robert Fink has begun the work of re-erecting the boilers used to heat the building and in case of a cold snap the occupants of the building would have to keep warm by swiping their arms and kicking their feet against the wall. The boiler will be erected on a new place put in. The work will take about three weeks.

Bonds at Small Premium.

Treasurer Fink has made an arrangement, subject to confirmation by the council, whereby bonds to the value of \$25,000 will be bought by the city for a comparatively small advance upon the face. The bonds are payable in installments over a term of five years and the total amount of principal and interest would be paid if they ran the full term would be \$25,000. The purchase price agreed upon is \$23,585. This is said to be a greater profit than the city could make on the money in banks.

Fire at Brick Kiln.

The shed, walls and roof of a large brick kiln at the yards of the Smith Brick company at Twenty-second and Woolworth avenue caught fire shortly after noon Monday and were almost completely destroyed, causing a loss of possibly \$100,000. The fire in the kiln fed from above and men had been working in the northeast corner of the shed on the roof of the kiln only a few moments before the wooden part caught. It was not supposed that the wooden part was exposed to the kiln fire. The mass spread rapidly when once caught and dense volumes of smoke attracted attention blocks away.

Corn Crop Assured.

The Northwestern railroad has had some figures compiled by the passenger department from statements received from sixty agents in Nebraska which show that the corn crop of the northern part of the state is practically assured. From a compilation of these figures it is found that the section of Nebraska through which the Northwestern travels is assured of 90 per cent of last year's corn crop. Last year's crop was exceptional, low to get 90 per cent this year is considered a splendid showing in consideration of the fact that all crops in Nebraska had a late start this year.

In the Divorce Court.

Two mismatched husbands applied to district court for divorce decrees Monday. Clinton K. Brown, complaining of Mary C. Brown, declared that the use of intoxicating liquors some time ago and drank so much of it she was unable to attend to her household duties. Roy Burdick asked for a divorce from Mattie, asserting she left him July 12, 1907, and declared she would not live with him any more. He also accused her of serious misconduct and asks for the custody of their child, Henrietta Lloyd.

Kirkendall Leads a Whale.

Dragged into the middle of the Missouri river by a monster catfish, Martin Kirkendall, brought in the criminal court room of the district court, was the hero of a fishing party that spent Saturday night and Sunday on a sandbar just below Bellevue. Kirkendall got the whale on his line and the fish surprised him so he lost his balance and

STATISTICS OF RAILWAYS

Interesting Facts Shown by Interstate Commerce Commission.

ABSTRACT OF ANNUAL REPORT

Average Revenue Per Passenger Per Mile for Last Year is Just Fraction Over Two Cents.

The average revenue per passenger per mile for all the railroads in the United States for the year ending June 30, 1906, was 2.02 cent. This fact is contained in the annual report of the Interstate Commerce Commission, an abstract of which bearing date of September 5, 1907, has just been issued. This same report shows that interesting fact that 84 persons are employed for every 1,000 miles of tracks in the country.

The figures in this report are based on summaries in the nineteenth annual statistical report of the Interstate Commerce Commission, prepared by its statisticians, as the complete report for the year ending June 30, 1907. This report, being similar to preceding reports, the series contains tables showing details of mileage, capitalization, earnings and expenses by roads, and besides includes many summaries of statistics for the roads as a whole.

The report shows that the total single track railway mileage in the United States was 224,963.11 miles, or 6,282.13 miles more than at the end of the previous year. The operated mileage for which substantially complete returns were rendered was 223,340.30 miles, including 7,959.97 miles of line used under franchise rights. The aggregate length of railway mileage, including tracks of all kinds, was 27,683.19 miles.

The number of railway corporations for which mileage is included in the report was 412, during the year ending June 30, 1906, including 1,654.4 miles of line were reorganized, merged or consolidated. The corresponding figure for the year 1905 was 3,802.03 miles.

The report shows that for the year ending June 30, 1906, the mileage of roads operated by receivers was 3,921.4 miles, or an increase of 1,155.03 miles, as compared with 1905. The number of roads in the hands of receivers was thirty-four.

Volume of Equipment. On June 30, 1906, there were in the service of carriers 31,672 locomotives, the increase being 3,335. These locomotives, excluding 1,096, were classified as: Passenger, 22,349; freight, 25,848, and switching, 8,485. The total number of cars of all classes was 1,968,912, or 116,041 more than for the year 1905. This rolling stock was thus assigned: Passenger service, 62,262 cars; freight service, 1,877,514 cars, and company's service, 78,336 cars. These figures do not include cars owned by private companies, firms or corporations.

The reported number of persons on the pay rolls of the railways in the United States on June 30, 1906, was 1,833,365, which is equivalent to an average of 684 employees per 100 miles of line. These figures show an increase in the number of employees as compared with the year 1905 of 129,150, or 47 per cent. The number of employees 58,586 were engineers, 62,678 firemen, 43,936 conductors, and 119,073 were other trainmen. There were 49,569 switch tenders, crossing tenders, and watchmen. The total number of employees, including those discharging a small number not assigned, were apportioned among the four general divisions of railway employment as follows: For general administration, 57,664; for maintenance of way and structures, 486,679; for maintenance of equipment, 219,682; and for conducting transportation, 649,829.

The report includes summaries showing the average daily compensation of eighteen classes of employees for a series of years, and also the averages for the several classes. The total amount of wages and salaries reported as paid to employees during the year ending June 30, 1906, was \$90,591,463; but this amount is deficient by more than \$27,000,000, because of the loss of railway records in the San Francisco calamity.

Capitalization of Railways.

The total value of the amount of railway capital outstanding was \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States. Of this capital there existed an amount of \$14,679,421.67, which is equivalent to a capitalization of \$67,989 per mile for the railways in the United States.

Announcements, wedding stationery and calling cards, blank book and magazine binding. Phone Doug. 1904. A. I. Root, Inc.

New Postmaster at Bancroft.

OYSTERS BAY, Sept. 16.—President Roosevelt today appointed the following postmasters: Bancroft, Meeker, Colo., Charles W. Briggs, Sutherland, Ia., Edward H. Mack, Bancroft, Neb.; W. B. Johnson, Manhattan, Neb.; H. B. Howard, Myrtle Point, Ore.; Mrs. R. K. Walton, Walnut Springs, Tex.

Prayers for Fair Weather.

County officers are sending up special prayers that this warm weather continues for two or three weeks at least. The contractor Robert Fink has begun the work of re-erecting the boilers used to heat the building and in case of a cold snap the occupants of the building would have to keep warm by swiping their arms and kicking their feet against the wall. The boiler will be erected on a new place put in. The work will take about three weeks.

Bonds at Small Premium.

Treasurer Fink has made an arrangement, subject to confirmation by the council, whereby bonds to the value of \$25,000 will be bought by the city for a comparatively small advance upon the face. The bonds are payable in installments over a term of five years and the total amount of principal and interest would be paid if they ran the full term would be \$25,000. The purchase price agreed upon is \$23,585. This is said to be a greater profit than the city could make on the money in banks.

Fire at Brick Kiln.

The shed, walls and roof of a large brick kiln at the yards of the Smith Brick company at Twenty-second and Woolworth avenue caught fire shortly after noon Monday and were almost completely destroyed, causing a loss of possibly \$100,000. The fire in the kiln fed from above and men had been working in the northeast corner of the shed on the roof of the kiln only a few moments before the wooden part caught. It was not supposed that the wooden part was exposed to the kiln fire. The mass spread rapidly when once caught and dense volumes of smoke attracted attention blocks away.

Corn Crop Assured.

The Northwestern railroad has had some figures compiled by the passenger department from statements received from sixty agents in Nebraska which show that the corn crop of the northern part of the state is practically assured. From a compilation of these figures it is found that the section of Nebraska through which the Northwestern travels is assured of 90 per cent of last year's corn crop. Last year's crop was exceptional, low to get 90 per cent this year is considered a splendid showing in consideration of the fact that all crops in Nebraska had a late start this year.

In the Divorce Court.

Two mismatched husbands applied to district court for divorce decrees Monday. Clinton K. Brown, complaining of Mary C. Brown, declared that the use of intoxicating liquors some time ago and drank so much of it she was unable to attend to her household duties. Roy Burdick asked for a divorce from Mattie, asserting she left him July 12, 1907, and declared she would not live with him any more. He also accused her of serious misconduct and asks for the custody of their child, Henrietta Lloyd.

Kirkendall Leads a Whale.

Dragged into the middle of the Missouri river by a monster catfish, Martin Kirkendall, brought in the criminal court room of the district court, was the hero of a fishing party that spent Saturday night and Sunday on a sandbar just below Bellevue. Kirkendall got the whale on his line and the fish surprised him so he lost his balance and

"OMAHA, THE MARKET TOWN"

The True Nebraska Spirit Toward the Metropolis Voiced by Editor Kearnes.

John H. Kearnes, editor of the Nemaha County Republican, expresses the true spirit of broad-minded Nebraskans toward Omaha in an editorial in the last issue of his paper. Under the caption, "Omaha, the Market Town," Editor Kearnes says:

The editor of this paper entitled last Monday night the cavalry branch of the army of Ak-Sar-Ben, whose citadel is at Omaha and who guards the marches of the Platte and the Missouri, as well as the fair demesne of Nebraska, Iowa, the Dakotas, Montana, Wyoming, Colorado, Idaho and the fair land of the Kingdom of Utah. The editor sat his horse gallantly, and because he was a brave man was decorated with the spurs of knighthood. The 'ben' of the Ak-Sar-Ben witnesses a world of clean and healthy fun during the course of a twelve month. It is the fun of good fellowship, brilliant, invidious, subtle and broad enough at times to awaken the rickiety of a prosaic dyspeptic. But underneath it all can be seen the serious purpose of its promoters and the men who keep it in being. As an institution it exemplifies the wonderful democracy of the city and of its citizens, as well as their untiring energy, their boundless hospitality and their superb civic spirit. Omaha is well called the 'Market Town.' Witness the great institutions that have been built up by the energies of her merchants and manufacturers in a jobbing district whose physical proportions are pregnant with prophecy of the magnificent destiny of this great city. Omaha's civic spirit is in keeping with her future. It is great. There is no narrow egotism