

BRIEF CITY NEWS

Have Root print it. Minchart, photographer, 18th & Farnam. J. A. Kervan, Tailor, 506-10 Brandeis Bldg. will make a suit to please you. M. E. Palmer Son & Co., general insurance agents, moved to suite 500 to 504, Brandeis building. We always have Rock Springs coal Central Coal and Coke Co. of Omaha, 18th and Harney streets. Buffet & Son are receiving oysters which are canned in Baltimore. They have the oyster flavor. Tel. Doug. 912. Temple Israel Exercises—Rabbi Cohn will take for his subject at Temple Israel Saturday evening, "The Lamp of True Greatness."

Men's Shoes

Our \$2.50 Special

Have as much style and character as shoes that sell at \$3.00 and \$3.50 Come in gun metal and velour calf, also vici kid—newest toes and lasts, Goodyear welt sewed soles with extra tension edges; special at \$2.50

Men's Underwear

The most fastidious man will find undergarments that please him here. We have large and comprehensive assortments in all leading makes. Men's Medium Weight—Derby ribbed, suitable for early winter, blue, salmon or pink, garment. 75c Men's Heavy Weight—Balbriggan, flat derby ribbed, exceedingly elastic, sixteen faced, drawers, felled seam, silk trimmed shirts, \$1.50 value 95c Men's Light Weight Wool—Natural gray and very fine cotton and worsted mixture, garment. \$1.00

Men's Golf Gloves

Large assortment plain and fancy colors— 25c 50c



built on fashionable models, the fabrics are choice and there are many weaves and colorings. You'll be wise if you see them before the opportunity passes. Think of it! VALUES UP TO \$20.00 AT.....

Nebraska Clothing Co. FARNAM & FIFTEENTH STS.

Men's Hats

at Popular Prices.



They are popular hats, too—represent everything that is best in style and quality. We have shapes and shades suited to your age or figure—natty new shades and styles or standard blacks and colors in— Our "Lawton" at\$2.00 Our "Asbury" at\$3.50 and Our "Rutland" at\$3.00 We carry the largest stock of "Stetsons" in the city including every shape, shade and grade, from \$3.50 to \$7.50

Men's Union Suits

In all weights and qualities, suitable for fall and winter wear. Medium Weight Suits—Derby ribbed Peruvian cotton, perfectly shaped and finished natural gray and ecru, best values ever offered— \$1.00 Men's Best Quality Suits—Egyptian cotton, heavy elastic rib, non-shrinkable and very warm, cream only, 34 to 44— \$1.50 Men's Extra Fine Suits—Extra fine quality ribbed merino, medium and heavy weights, soft and comfortable, natural gray only, at.....\$2.00

THIRD OF CENTURY CARMAN

For Thirty-Two Years George Drew Has Run Cars.

POULTRY, DOG AND CAT SHOW

Fowls Will Be Exhibited with the Animals in the Big Tri-City Display.

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DANIEL ANNOYS DR. CONNELL

City Prosecutor is Charged by Health Commissioner with Ignoring Nuisances.

The health commissioner finds considerable fault with the city prosecutor who, he says, will not cause the arrest of some persons for maintaining nuisances alleged to be as bad, if not worse, than the nuisances which result in the cases before the Board of Health and Police Commissioner. A. C. Bone, one of the inspectors, has made a report to the commissioner saying he made complaint May 21, to City Prosecutor Daniel of a house at 117 South Tenth street, whose condition is described as appalling and that his complaint has gone unheeded. He says N. P. Dodge, Jr., and Edgar Scott are owners and Dodge agent of the house and Daniel and Scott occupy offices together and are very friendly. When the report was received Dr. Connell expressed indignation and said it was only another case of many of the same kind and that in his annual report he intended to take these cases up to show the public the reason why the department was unable to enforce the laws. He said that in addition to trouble in getting complaints filed the police judge was, in his opinion, too lenient, as an analysis of the certain cases would show. The house of which the complaint is made is a frame building.

IGNORANCE IS NO EXCUSE

Answer to Restaurant Men, Who Say They Cannot Know All Milk Bought. Arguments in the cases of the thirteen restaurant men charged with selling milk containing less than 3 per cent butter fat were made by attorneys before Judge Crawford in police court Friday morning and the judge has taken the case under advisement. The attorneys for the defense maintained their clients should be acquitted, as they had no means of knowing how much butter fat milk contains and so long as they do not willfully adulterate the milk sold them by the dairies they should not be held accountable. City Prosecutor Daniel took a different view of the matter. He thought the law a good one and said its enforcement would be impossible if ignorance of the condition of milk sold was going to be a valid excuse.

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Fugitive Miss Evades Juvenile Officer by Stepping out Second-story Window.

OLD CUMING STREET BARN

The barn was at Twenty-first and Cumming streets in those days. It is still standing. The track that I drove over ran from Eighteenth and Lake streets down to Eighteenth and Izard, over to Sixteenth, down to Capitol avenue over to Fifteenth, down to Farnam, along Farnam to the bay and down Ninth to the old depot. At each end of the line there was a turntable to turn the cars around. "The trip took forty-two minutes each way. Yes, I guess a man could walk it in that time and some of the people did walk in bad weather because they could beat the cars. "The cars were very small and very light. In front there wasn't any protection except a little dashboard that ran all the way around the platform. To get on you either had to climb over this or get on at the back and walk through the car. Winter and summer, in snow and rain, we used to stand there and face the weather without any protection at all. "There weren't any conductors in those days. The drivers had to take the fares. We had a tin box fastened right inside the dashboard and we always started out with the change. It was put up in little envelopes. If a man handed me a dollar I'd open the box and hand him an envelope with \$1 worth of change in it. The passenger would tear the envelope open, hand me a nickel and put the rest of the change in his pocket. As much as possible the people tried to have the right change for us. "No Limit to Hours of Work. "We worked all kinds of hours. Generally we put in about twelve hours a day, but you could never tell when you would be off duty. Sunday mornings the first car went out at 9 o'clock. Before that time we had to draw the cars out of the barn, grass and wash them. They never carried stoves even in the coldest weather, but on the floor there was a thick bed of hay. This hay was good for more things than just keeping the passengers' feet warm. In the evening you could see the drivers shaking up the hay to find the nickles that had been dropped during the day. Our pay was \$1.50 a day. "We used to have lots of snow then—twice as much as now—and we had a couple of planks made into the shape of a wedge. There was a long pole fastened to the back of this wedge so that it could be pushed into the snow drifts.

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HAS GROWN PROSPEROUS, TOO

Began in Primitive Days as Driver of Old Horses and is Today Standing in Front of Motor.

George Drew, a motorman on the West Leavenworth to Walnut Hill line, has been an employe of the street railway for thirty-two years. Thirty-two years doesn't sound so long when you "say it quick," but when you hear Mr. Drew tell of the hardships through which they went in the early days the vast difference between the city transportation system of 1875 and of today is evident. When George Drew went to work for the street railway company as driver of one of the red horse cars, General Ulysses S. Grant was president of the United States, the big Chicago fire was still a topic of conversation, the country was just recovering from the panic of 1873, Nebraska was still in the formative period, Omaha was an overgrown country town with not a paved street. "The company had seven cars when I started to work," says Mr. Drew. "Two of them were painted red and five were green. I was 'relief' on the red line, as it was called. I drove the cars while the regular drivers were at dinner. When I wasn't doing that I was busy at odd jobs around the barn, helping take care of the horses, repairing the cars, greasing the wheels, or going out along the track and scooping the water out of some of the mud-holes so the horses wouldn't fall in and get drowned. "Old Cumming Street Barn. "The barn was at Twenty-first and Cumming streets in those days. It is still standing. The track that I drove over ran from Eighteenth and Lake streets down to Eighteenth and Izard, over to Sixteenth, down to Capitol avenue over to Fifteenth, down to Farnam, along Farnam to the bay and down Ninth to the old depot. At each end of the line there was a turntable to turn the cars around. "The trip took forty-two minutes each way. Yes, I guess a man could walk it in that time and some of the people did walk in bad weather because they could beat the cars. "The cars were very small and very light. In front there wasn't any protection except a little dashboard that ran all the way around the platform. To get on you either had to climb over this or get on at the back and walk through the car. Winter and summer, in snow and rain, we used to stand there and face the weather without any protection at all. "There weren't any conductors in those days. The drivers had to take the fares. We had a tin box fastened right inside the dashboard and we always started out with the change. It was put up in little envelopes. If a man handed me a dollar I'd open the box and hand him an envelope with \$1 worth of change in it. The passenger would tear the envelope open, hand me a nickel and put the rest of the change in his pocket. As much as possible the people tried to have the right change for us. "No Limit to Hours of Work. "We worked all kinds of hours. Generally we put in about twelve hours a day, but you could never tell when you would be off duty. Sunday mornings the first car went out at 9 o'clock. Before that time we had to draw the cars out of the barn, grass and wash them. They never carried stoves even in the coldest weather, but on the floor there was a thick bed of hay. This hay was good for more things than just keeping the passengers' feet warm. In the evening you could see the drivers shaking up the hay to find the nickles that had been dropped during the day. Our pay was \$1.50 a day. "We used to have lots of snow then—twice as much as now—and we had a couple of planks made into the shape of a wedge. There was a long pole fastened to the back of this wedge so that it could be pushed into the snow drifts.

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UTES NEARLY ALL AT WORK

Indians Have Almost Completely Subsidized and Troops Are Being Withdrawn.

RAILWAY NOTES AND PERSONALS

General Manager Holdrege of the Burlington has gone to Denver. The Burlington has closed the station of Adalia, near Alliance, and opened the station of Adalia. These are adjoining towns. A. L. Mohler, vice president and general manager of the Union Pacific, left Friday for Chicago. Carl Howe, the newly appointed general manager of the New York Central lines at Buffalo; James Clark, western agent of the Lake Shore & Michigan Southern, and Fred Zimmerman, assistant general freight agent of the Michigan Central, will pay Omaha an official visit Saturday. E. Buckingham, assistant general superintendent of the Harriman lines west of Ogden, was in Omaha Friday. Hal Buckingham, chief clerk in the general freight office of the Burlington, has returned from Kansas City, where he has been checking western freight rates. H. S. Jones, formerly at Sioux City with the Great Northern, has been appointed division freight agent of the Burlington in charge of the traffic division of the Burlington's Nebraska lines north of Fremont. This includes the Fremont-Sioux City line and the Sioux City-O'Neill line. E. F. Bribben, general agent of the Burlington at Kansas City, has resigned his position with that road to become traffic manager for the Nelson Morris company at Chicago.

No Other Food Product has a like Record Baker's Cocoa 127 Years of Constantly Increasing Sales 48 Highest Awards in Europe and America ABSOLUTELY PURE It is a perfect food, as wholesome as it is delicious; highly nourishing, easily digested, fitted to repair wasted strength, preserve health, prolong life. Our Cocoa Recipe Book, containing directions for more than 100 satisfactory dishes, sent free on request. Waiter Baker & Co., Ltd. Established 1780 DORCHESTER, MASS., U. S. A.

"Theodosia" the young heroine of Mary Stewart Cutting's first novel, "The Wayfarers," meets a man in a railway accident, who rescues her and whom she knows in the dark only by the strong hand clasp with which he helps her to safety. She goes through many hard adventures and through two love affairs, influenced all the time by the memory of that hand clasp. This is but one of the themes running through Mrs. Cutting's story, which has other characters and other phases equally well developed. This interesting novel begins in the December McClure's All News-stands, 15 Cents Advertisers: Ask for "The Key to the Market-Place of the World."