half of the investment and a corresponding delay in the completion of other work.

"On some of the projects in the semi-arid regions," say the engineers, "such a modification in the terms of payment may be necessary to prevent an absolute failure of the project, but the general adoption of a system of graduated payments is not believed to be necessary or advisable."

ROUNDING UP A MOONSHINER

Soldier's Vivid Recollections of First Meeting with a Professional.

The boys in blue at the local recruiting office of the marine corps were "swapping" experiences. In keeping with the spirit of the hour, Sergeant George B. McGee, the officer in charge, grew reminiscent.

"Five years ago," he said, "I was stationed at Port Royal, S. C., in the very heart of the moonshining district. One day orders came to us to round up a gang of moonshiners near Florence, about twenty miles from Port Royal. Heavily armed we set out. I divided my men into small searching parties. Florence was the rendezvous. I started out alone to get the lay of the land in the neighborhood where a 'still' was known to be in operation. About 4 p. m. I started to walk the seven miles back to Florence. I had proceeded perhaps two miles when a severe storm broke. Almost blinded by the wind and rain, I plodded along half a mile to a light. It was in a log cabin.

"A young woman answered when I knocked on the door. She was pretty. I asked her if I could obtain shelter and food.

"'We always give, but never accept anything for our hospitality. But you can't stay long, for my husband would kill you if he finds you here,' she replied.

"I knew then that I had stumbled into the lair of a moonshiner. But the storm was raging with increased violence. I stepped inside. Then I determined to wait until the storm was over.

"'But you can't stay here, man,' the moonshiner's wife said to me. 'You'd better go now if you value your life.'

"Of course I valued my life, but I took chances against the storm. The woman gave me a blanket and told me to secrete myself behind the stove. For an hour I was the most comfortable individual you ever heard of. I was startled out of my dreams by the entrance of the moonshiner. He was a typical mountain giant, over six feet tall, with powerful shoulders and strong as a bear.

"He proceeded with his supper. I hoped against hope. But fate was against me that night. The giant wanted some more corn bread. His wife told him to get it in the pan on the stove. He saw one of my shoes. He grabbed my foot and dragged me from my retreat. Then he blew a whistle and two big, burly mountaineers answered his call.

"Well, to make the story short, they secured one of those large whisky barrels and jammed me into it. They nailed on the top, bundled the barrel into a spring wagon, drove about half an hour and then unloaded the barrel.

"'When he goes down this hill it will break every bone in his body,' I heard one of my captors say.

"They didn't lose any time. I heard a resounding kick on the staves and away went the barrel down the hill. Round and round I whirled. The breath was knocked from my body. Then there came a terrible crash. I lost consciousness. I knew no more until I awakened several hours later. It was broad daylight. The barrel had struck a tree, smashing the staves to bits and liberating me.

"How did I get back to my comrades? Well, I managed to get down to the level land. A farmer drove me into Florence. About a week later we rounded up the moonshiner."—New York Sun.

TEST OF THE OCEAN RAILROAD

Famous Flagler Enterprise at Key West Withstands Gulf Storm.

Undoubtedly the recent hurricane which spread havoc in Florida brought a few hours of keen anxiety to the owners and constructors of the wonderful ocean railroad connecting Key West with the main land. When the idea of this railroad was put forth it was scoffed at by engineers and laymen alike. They believed the structure used between the islands could not withstand the buffeting of the sea. This storm was a supreme test, as the work is still in an unfinished state. When it was found that the railroad had withstood it without scath there was general rejoicing in Florida.

Few greater and more expensive works have been undertaken almost entirely for the benefit of future generations, than the building of this railroad. Its cost is enormous. The present owners cannot hope for any adequate financial return from it. But in time it may be one of the most important and profitable lines in the country. The day is undoubtedly coming when the United States will have an immense trade with South America. The bulk of it will be by steamship, but where quick delivery is necessary the new road along the Florida keys makes transportation by rail possible for nearly the entire distance. It may not be long before solid trains of goods for South America will be made up in Cleveland, hauled to Key West, transported on big ferry boats to Havana, thence taken across Cuba and embarked on other ferry boats for Yucatan. The sea distances are not great, and the operation of the car ferries on the great lakes indicates what can be accomplished in the way of carrying trains over water. The route is 2,000 miles shorter than the all land route around the Gulf of Mexico and through Mexico.

This ambitious project is one of the striking indications of the future possibilities of the country. Fifty years from now even greater things will have been accomplished.—Cleveland Leader.

Persistent Advertising is the Road to Big Returns.

The Weather.

FOR NEBRASKA—Unsettled.
FOR IOWA—Cloudy, warmer.
Temperature at Omaha yesterday:

Hour.	Deg.
5 a. m.	24
6 a. m.	26
7 a. m.	29
8 a. m.	32
9 a. m.	37
10 a. m.	39
11 a. m.	43
12 m.	39
1 p. m.	43
2 p. m.	45
3 p. m.	47
4 p. m.	48
5 p. m.	47
6 p. m.	44
7 p. m.	43

Local Record.

OFFICE OF THE WEATHER BUREAU, OMAHA, Dec. 26.—Official record of temperature and precipitation compared with the corresponding period of the last three years.

	1910.	1909.	1908.	1907.
Highest today	48	29	50	45
Lowest today	21	15	29	20
Mean temperature	36	30	44	37
Precipitation	.00	.00	.00	.00

Temperature and precipitation departures from the normal at Omaha since March 1 and compared with the last two years:

Normal temperature	23
Excess for the day	13
Total excess since March 1	760
Normal precipitation	.02 inch
Deficiency for the day	.02 inch
Total rainfall since March 1	14.27 inches
Deficiency since March 1	14.84 inches
Excess for cor. period, 1909	4.93 inches
Deficiency for cor. period, 1908	4.45 inches

TRICKS OF RAILROAD BEATS

People Who Presume to Be Honest Do Shady Stunts.

GAINS REGARDED AS "VELVET"

A Moving Picture of New and Old Schemes Encountered on the Trains—A Few that Failed.

Why is it that thousands of people, of all classes, like to beat the railroad? This is a question which railroad officials have long struggled with, according to an attache of the passenger department of a railroad with offices in St. Louis. He says that it has almost reached a mania, and men of means, well-to-do farmers, storekeepers and professional men, known for their honesty in business dealings, will resort to many tricks and untruths to deprive the railroads of what is honestly theirs.

Some of the schemes devised are very elaborate, while others are absurdly simple. Sometimes they work and sometimes they don't. Generally they do, for, in spite of the great system formed by the railroads to protect their interests, the public is naturally given the benefit of the doubt.

Perhaps the oldest game of the man who seeks a free ride is that of the man who boards the train and tenders for payment of cash fare a $100 bill. Usually a conductor is unable to get the change, he is not allowed to eject the passenger because he has volunteered to pay, and the man gets his ride free. This is not so general a practice for the reason that a small per cent of the public carry $100 bills. Then, too, the game has been hit rather hard by the ruling enforced two years ago to the effect that no passenger should board a train without first purchasing a ticket.

Working an Old Bill.

A train auditor, who for several years had a run from St. Louis to Oklahoma City, was several times the victim of one of these fellows. He soon realized that he was being deliberately imposed upon, so he secured $100 in change and waited. Within a few days the man boarded the train at Monett, Mo., and, as usual, tendered the well-worn bill. The auditor, who withholds his name, quietly pulled out the change, but deducted all the free-pass rides, of which he had kept an accurate account. The passenger became enraged, of course, but the auditor bluffed it through and left the man sadder but much wiser.

Another trick, seldom resorted to, and also spoiled by the 1908 ruling with regard to the purchase of tickets, is much more complicated, and requires the aid of a confederate. It was brought to light on the Frisco railroad.

Mr. A boarded the St. Louis train at Oklahoma City and paid cash fare to St. Louis. His confederate, Mr. B, also boarded the train, but tendered as fare a ticket to a point twenty-five miles up the line. As soon as the train auditor had made the first collection of fares, Mr. A, who had received a cash fare receipt as well as a hat check, opened his grip, put his hat inside and handed the hat check to Mr. B. Then he raised the window and when the conductor passed through the train again unfolded a tale of woe, telling how his hat had blown out of the window. The auditor wired back over the line asking section gangs to look for and return the hat which was never lost. Mr. B had a hat check to St. Louis and was passed by without question. The trick became known through a man who witnessed its operation and who afterward told the train auditor.

"What makes me mad," said the trainman, when he learned of the strategy, "is the fact that I sent four or five telegrams trying to trace a hat that was in the train all of the time."

Two of a Kind.

A scheme that works well on a crowded train, and also requires two operatives, comes to light through a Wabash trainman.

Two men boarded a train at Moberly, Mo., with one ticket to St. Louis. Mr. C. bit off one corner of the ticket, kept the piece and handed the ticket to Mr. D. Mr. C. seated himself in the center of the car and when the train auditor had almost reached him, went forward, passing the conductor. While he was gone Mr. D. handed in the ticket and got a hat check. Presently the conductor approached Mr. C. and asked for his ticket. Mr. C. feigned surprise and insisted that he had already given in the ticket.

"By George!" he laughed, good-naturedly, "it is a good thing that I happened to put the ticket in my mouth; else I would have been forced to pay two fares. I bit off the corner, as a fellow thoughtlessly will, and here it is under my tongue now."

And he produced the piece, which, when fitted to the ticket, sustained his contention. The conductor was satisfied, laughed at the apparent humor of the situation and gave him a hat check. Both men had a ride on one ticket and they laughed in glee at having "beaten the railroad."

A railroad official whose home is in St. Louis tells of an incident that illustrates the public attitude toward the railroad.

He was a passenger on a train and was seated in the Pullman beside a prosperous country merchant who lives in Marshall, Missouri.

The passenger carefully counted over his money several times, figured up the proper price of the ticket which he had just purchased, and chuckled with self-satisfaction.

Chuckles Turned to Penitence.

"I'm a lucky chap," he confided to the railroad official, not knowing, of course, his business. "The price of that ticket was $5.0. I gave the ticket agent a $10 bill, and he got bothered and gave me back the change that would have been due me if I had given him a $20 bill. I sure beat the railroad that time."

The official, who is connected with the Chicago & Alton, forthwith shed a little light on the subject of beating the railroads, which caused the Marshall merchant's rather elastic conscience to contract with a jerk.

"My dear sir," said the railroader, "you have not beaten the railroad out of a single cent. That ticket agent is working on a salary of exactly $65 per month. Your business, I should judge, nets you many times that amount. That salaried ticket seller is responsible for every ticket intrusted to his care, and has to pay face value for each and every one that he sells. You have not beaten the railroad, but perhaps deprived his wife (I happen to know that he is married) out of a new dress that she was figuring on."

The traveler lost all of his satisfaction and quietly handed out the excess change that he had received through the ticket agent's mistake.

"Here," he said, "hand this back to the boy. I am ashamed to. I never knew that before. I know a lot of men in my shoes, too, who have been viewing the matter in the same light that I have. Hereafter I am going to preach a new gospel of honesty to the men who have the wrong attitude to the railroads."

A surprising statement comes from a railroad man which further illustrates the fact that men with what is considered a rigid moral code will beat the railroads without the least compunction. Before the passenger rate war was waged by several states against the railway systems ministers of the gospel were allowed to travel at half the usual rate. Credentials were furnished them, which, when presented to a ticket agent, would entitle them to a first-class ticket for one and a half cents per mile.

According to railroad men, an appalling number of instances are cited where the clergymen enjoying this privilege loaned their credentials to parishioners and members of their churches in order that they might beat the railroad. They felt no guilt in doing this and would have been much surprised at being accused of dishonesty.

In the Days of the Pass.

In the old days, when the giving of annual passes was a common practice, it was nothing unusual for the pass owner to divide his privilege with numerous friends. The conditions of every pass issued called for a cancellation in case that it was presented by another than the one to whom it was issued.

A Missouri Pacific official a few days ago laughingly related a story which makes a pass borrower the butt of a cruel joke and speaks well for the quick thinking of a train auditor.

A man boarded the train and presented an annual pass. In taking out his card case to get the pass a dozen or more business cards fell on the aisle of the car. The trainman noted that the cards bore a different name from that written on the pass. He at once suspected the passenger as a pass borrower. However, he did not want to merit a "call down" by wrongfully accusing an innocent person.

He went out of the car and thought it over. Finally he decided on a plan. He wrote out a "dummy" telegram and addressed it to the name he had seen on the cards. He gave the sealed envelope to the porter and sent him through the car calling out the name. The passenger squirmed uneasily in his seat, but tried to look unconcerned. Visions of a sick wife of an accident to his children, a pressing business matter that might involve many dollars, arose before him. At last he could no longer endure the strain and he accepted the telegram. When he opened it here is what he read:

"John C. M—. You are using another man's pass, which is a violation of the rules of the Missouri Pacific railroad. I shall have to ask you to surrender your pass to me and pay your fare at the regular rate. Frank B—, Conductor.

The passenger gasped at the strange message, but took it very good naturedly. He paid his fare without a murmur.

There are other methods used to beat the railroads. The collecting of damages from pretended injuries is notorious. In these cases the railroad is almost always the victim of excessive judgments given to the traveling public by a country jury, which is always in sympathy with the public and ready to hit the railroad a financial blow.

The stealing of rides on freight trains is so common a practice that it could not come under the head of dishonesty. The railroads accept the hobo as a part of the railroad organization, and while they issue stereotyped orders for the objection of tramps from all trains, they do not expect the order to be enforced.—St. Louis Globe-Democrat.

COL. MOSBY AND THE COLT

Inspects the Factory Where the Five Lead Bullets in His Body Were Made.

To Colonel John S. Mosby's room in the Hotel Garde, Hartford, was sent a card on one side of which was the business statement: "W. M. Beeman, watchmaker and jeweler, 43 Ann street, Hartford, Conn." On the obverse side was written: "Captain Company B, First Vermont cavalry. At Brandy Station, October 11, 1863, was invited by General J. E. B. Stuart to be the guest of the southern confederacy, remaining such guest fifteen months. Would be pleased to meet you."

Did Colonel Mosby meet him? Well, in the language of the southron, "I reckon." These two old warriors had a long chat. While Captain Beeman was the prisoner of General Stuart his commanding officer fell into the hands of Colonel Mosby's rangers, and the colonel and the colonel of the First Vermont became great friends. Subsequent to the war Colonel Mosby received many tokens of appreciation from the family of his friend, the commander of the Vermont equestrians. Captain Beeman and the southern cavalry leader had a very pleasant exchange of war-time experiences.

Their talk was interrupted by a telephone message from Colonel C. L. F. Robinson, the new president of the Colt factory, who invited Colonel Mosby to visit his factory. During the war Colonel Mosby and his rangers relied on the Colt for short-range work. "There is a close bond of sympathy twixt the Colt make and myself," said Colonel Mosby, "due principally to the fact that in my system during the war I assimilated five bullets from different Colts. "Incidentally," the colonel remarked, with a twinkle, "I succeeded in implanting sundry Colt pellets into other folks' systems, all of which is the fortune of war."

The colonel was greatly interested to know that Colonel Colt lived to see the revolver form of his firearm developed. In the war days, he recalled, they had to use percussion caps to secure a discharge. This, of course, was rather inconvenient. Colonel Mosby started for the Colt factory right after luncheon and he planned to spend a very enjoyable afternoon going through the great armory.

Colonel Mosby is a great admirer of Oliver Ellsworth. "It seems to be not well known," said the former confederate leader, "that Oliver Ellsworth, as a senator of the United States from Connecticut, was the author of the judiciary act which, over the signature of President George Washington, became the foundation stone of our American jurisprudence. Connecticut looms big to me when I think of this," remarked the old warrior.—Hartford Times.

SIX MILES ON ENGINE PILOT

Ohio Farmer Only Slightly Injured in Accident Which Killed His Wife.

LEMOYNE, O., Dec. 26.—Thrown on the pilot of the engine when the south bound fast Hocking Valley passenger train struck and demolished the buggy and instantly killed his wife, who was riding with him last night, John Bartelsheitz, a wealthy farmer, was carried to Pemberville, six miles distant, where he alighted dazed from the shock and exposure to the cold, but otherwise uninjured. When he alighted from the engine he still held part of the broken lines in one hand, together with the laprobe.

Woman's Work.

Activities of Various Organized Bodies Along the Lines of Uncreasing of Concern to Women.

The Dorcas Sewing club, which for several weeks previous to Christmas plied their needles making garment to be given away at the Christmas time to those who need them, also distributed baskets of toys and food. In supplying these baskets they received many contributions from other generous minded people and for these contributions they were most grateful, as were the people who received the basket.

The next meeting of the Fine Arts society will be held on Thursday, January 5.

The first meeting of the art department of the Omaha Woman's club after the holidays will be held on Thursday, January 12.

Miss Grace Shepherd, the newly elected state superintendent of public instruction for Idaho, is described as "a suffragist of the quiet type, who believes that it is socially and industrially right." Miss Shepherd was born in Ottumwa, Ia., and was educated at the Kansas Normal school and the University of Chicago. Since then she has been a teacher in the high school of Boise. At the primary election last fall she had five competitors for the republican nomination, but she easily distanced them all, and at the November election she ran 10,686 ahead of her ticket. Miss Shepherd has lately been visiting her brother in Des Moines, Ia.

Mrs. Phillip Snowden has sailed for England, expressing herself greatly pleased with her American trip. She visited forty cities, and says that she found a marked increase of interest and activity in the suffrage movement.

Miss Lilavati Singh, the remarkable young Hindoo woman, who came to America to raise $30,000 for a much needed new building at the Isabella Thoburn college of Lucknow, India, died before she had fairly started on her work. The women of the Methodist Foreign Missionary society have raised the entire sum as a memorial to her.

Josephine Preston Peabody's fine play, "The Piper," which won the prize in the recent Stratford-on-Avon competition, will be among the Christmas theatrical novelties in London. E. R. Benson has arranged with George Alexander to present it for a series of matinees in the St. James's theater.

COTTON STATES TAKE TO CORN

Cereal King's Dominions Steadily Spreading Throughout the South.

The great corn states of the mid-west, like Iowa and Illinois and Nebraska, need to look well to their honors as the world's greatest producers of this staple, for the cotton states of the south are on their trail. They have quit cultivating cotton exclusively and are giving their attention to other crops also, chief among them corn. In the past few years corn cult clubs have been established throughout the cotton belt; prizes for the most successful corn growing have been offered in thousands of communities; millions of acres have been added to the area planted to corn.

This year's record for the largest yield of corn per acre belongs to a southern man with something like 153 bushels per acre. This year's production of corn in the cotton states, excluding Oklahoma and Missouri, is more than 120,000,000 bushels larger than it was a year ago. It is expected that next year will show a similar gain over this year. The cotton states have been swept by a wave of interest and enthusiasm in corn growing that promises to dethrone cotton as king and elevate corn to its throne. The corn crop of the south has already surpassed the sugar crop in value by some $10,000,000 and it will also exceed the combined value of the rice and cotton crops this year.

The boll weevil is reponsible for this revolution in cotton state farming. Threatening dire disaster in the beginning, it promises in the end to be a sort of blessing to the south.

The advent of the pest awakened the cotton state farmers to the fact that one-crop farming invites disaster every year through pests and other adverse things; that it robs the soil; that it hampers progress; that it checks prosperity, and otherwise stands in the way of successful farming. It surred them to adopt other crops, first to check the boll weevil, and then because they learned that diversity brings better returns, conserves the soil and gives larger prosperity and more independence. It led them, also, to larger faith in scientific farming, because the scientific farmers gave practical demonstration of their efficiency in fighting the boll weevil.

The whole result has been a wonderful development of agriculture in the cotton states in the last two or three years, which promises to revolutionize its conditions still further.—Des Moines Register and Leader.

A Fright or Experience

with biliousness, malaria and constipation is quickly overcome by taking Dr. King's New Life Pills, 25c. For sale by Benton Drug Co.

TO CURE A COLD IN ONE DAY
Take LAXATIVE BROMO Quinine Tablets. All druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

Dr. Lyon's
PERFECT
Tooth Powder
cleanses, preserves and beautifies the teeth, prevents tooth decay and imparts purity and fragrance to the breath.

John Says:—

"Happy little man! You found a WHOLE box of 'TRUST BUSTER' 6c CIGARS in your stocking yesterday, didn't you?
"Some folks are SO lucky!"
Central Cigar Store
321 So. 16th St.

AMUSEMENTS.

BRANDEIS THEATER
Tonight, Wednesday Mat. and Night
ROBERT EDESON
in "WHERE THE TRAIL DIVIDES"
Thurs., Frid., Sat., "THE CLIMAX"
BRANDEIS NEXT WEEK
Regular Matinee Wed. and Sat.
SALE OPENS THURSDAY
TWO YEARS IN NEW YORK ONE YEAR IN CHICAGO
COHAN & HARRIS PRODUCTION OF WINCHELL SMITH'S COMEDY GEM
THE FORTUNE HUNTER
WITH FRED NIBLO
NEW YEARS MAT. MONDAY
Tues., Jan. 3d, 4 p. m., Mme Sembrich

BOYD THEATER
Matinee today. Tonight and matinee every day at 2:15
MISS EVA LANG
and her excellent company in the great play of
PETER PAN
Next week, matinee every afternoon, the Big Fairy Play
CINDERELLA
100 in the cast and fairy ballet of 50 under the direction of Prof. Chambers
Remember, a matinee every day, 2:15

AUDITORIUM
INDOOR BASE BALL
Tuesday Night, December 27th
OMAHAS AGAINST Y. M. C. A.
—and—
FARRELL'S AGAINST STORZ TRIUMPHS
ADMISSION 25c

PRICES 10c 25c 50c Orpheum PHONES DOUG. 494 Ind. A-1494
ADVANCED VAUDEVILLE
Our Merry Christmas Offering.
Matinee daily, 2:15. Evening, 8:15.
Rock and Fulton; Howard and Howard; Mr. and Mrs. Jimmie Barry; Witt's Roses of Kildare; Mr. and Mrs. Erwin Connelly; Nenas and Eldred; Goff Phillips; Kinodrome; Orpheum Concert Orchestra.

KRUG THEATER
Prices: 15c, 25c, 50c. a Few at 75c
Matinee today at 2:15
TONIGHT 8:15
CHECKERS
Thursday—Bunco in Arizona.

"OMAHA'S FUN CENTER"
Gayety Daily Mat. Sun. Prices 15-25-50-75c
SAM HOWE AND HIS LOVE MAKERS
EXTRAVAGANZA AND VAUDEVILLE.
The laugh riot, "Teddy in Africa;" Bob Scott; Harmony Four; Vera Desmond; Beauty Congress Chorus of Ju-Ju Girls.
Sat. Night Only, Edith Spencer Stock Co.
Ladies' Dime Matinee Every Week Day.

NEWS STANDS WHERE THE OMAHA BEE IS ON SALE.

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World News Co.
Atlantic City, N. J.
Boardwalk News Co.
Quaker News Co.
S. Potter, 2132 Railroad Ave.
Palmer Bros.' News Agency.
Baltimore, Md.
Baltimore News Co.
Baton Rouge, La.
Bony, The Cigar Man.
Billings, Mont.
D. E. Wolfson.
Birmington, Ala.
World News Co.
Boise, Idaho.
Wade Gray, 829 Jefferson St.
Boston, Mass
Young's Hotel.
Vendome Hotel.
Buffalo, N. Y.
Hotel Iroquois.
Genesee Hotel.
Samuel Conn, 255 Ellicott St.
Butte, Mont.
Keefe Bros.
Chattanooga, Tenn.
World News Co.
Chicago, Ill.
Auditorium.
Auditorium Annex.
Empire News Stand, Jackson & Dearborn
Great Northern.
Chicago Newspaper Ag'y, 179 Madison.
Grand Pacific Hotel.
Palmer House.
Queen City News Co., 703 Jackson Blvd.
P. O. News Stand, 17h Dearborn.
Kalserhoff Hotel, 274 Clark.
Cincinnati, Ohio.
L. Peterson, 24 West Ninth.
Fountain News Co., Fifth and Walnut.
Cleveland, Ohio.
Hollenden.
Colorado Springs, Colo.
Antlers Pharmacy Co.
Colorado Wholesale Newspaper Agency.
Dallas, Tex.
H. E. Turner.
Deadwood, S. D.
Fishel & Co.
Black Hills News Co.
Franklin News Co.
Denver, Colo.
H. P. Hanson.
Majestic News Co.
Katz News Co., 16th and Champa.
Anderson News Co., Union Depot.
Western News Agency, 100 17th St.
S. Widem.
Kendrick Book & Stat. Co., 914 17th
Brown Palace Hotel.
Des Moines, Ia.
Fred Geis, 817 W. 8th St.
Lewis Hyman.
Moses Jacobs, 300 5th St.
Detroit, Mich.
Metropolitan News Co.
Edmonton, Alta, Canada.
Dominion Cigar and News Stores Co., 33 Jasper Ave. W.
Excelsior Springs, Mo.
S. D. Higbee, 206 s. Marietta St.
W. C. Sisk.
Fort Worth, Tex.
Fidler & Sullivan.
Victor Market, Stock Yards Sta.
Fresno, Cal.
Your Home News Co.
Helena, Mont.
W. A. Moore.
Hollywood, Cal.
Hoffman News Agency.
Hot Springs, Ark.
T. Marks, 836 Central Ave.
Fort Pitt News Co.
Dan A. Shannon, 134 Central Ave.
C. H. Weaver Co.
Arlington Hotel News Stand.
M. Sherman.
Houston, Tex.
White News Co.
International News Agency.
Indianapolis, Ind.
Yoma News Co.
Elmer Haddix, Washington & Penn Sts.
Paul Seigle's News Stand, Illinois and Washington Sts.
Jacksonville, Fla.
Florida News Agency.
World News Co.
Kansas City, Mo.
Yoma News Co., 818 Wall St.
Reid's News Agency, 400 E. 9th.
Hotel Baltimore News Stand.
Los Angeles, Cal.
Joseph Kemp.
Independent News Co.
Louisville, Ky.
Kentucky International News Co
Memphis, Tenn.
World News Co.
Milwaukee, Wis.
Hotel Pfister.
Frank Milkern, Grand Ave. and 3rd St.
Minneapolis, Minn.
Century News Co., 6 So. 3rd.
Nicollet Hotel.
W. J. Kavenaugh, 43 So. 3rd.
World News Co.
Hotel Radisson News Stand.
Nashville, Tenn.
World News Co.
Newark, N. J.
Metzky Bros., 175 Halsey St.
New Orleans, La.
Hotel Grunewald.
World News Co.
New York City.
Imperial Hotel.
Knickerbocker Hotel.
Hoffman House.
Grand Union Hotel.
Holland Hotel.
Murray Hotel.
Hotel Belmont.
Waldorf-Astoria.
Hotel Manhattan.
Astor House.
Harry J. Schulte, Times Square Station.
Oakland, Cal.
Enquirer News Co.
Ogden, Utah.
Harrop & Goddard.
D. L. Boyle, 119 25th St.
Lowe Bros., 114 25th St.
Gray News Co.
Depot News Stand.
Pasadena, Cal.
H. L. Steadman & Co., 108 E. Colorado
Philadelphia, Pa.
Quaker News Co., 600 Green St.
Bellevue Stratford Hotel.
Arthur Hataling, 823 Pierce St.
Pittsburg, Pa.
Fort Pitt News Co.
Portland, Ore.
Oregon News Co.
Central Cigar Store, 275 Wash., Cor. 4th
Bowman News Co.
Northwest News Co.
Portland News Co.
Rochester, Minn.
Queen City News Stand.
St. Augustine, Fla.
De Sio News Co., 50 St. George St.
St. Joseph, Mo.
J. Berger, 513 Edmond St.
Robidoux Hotel.
B. Berger, 212 S. 5th St.
Royal Cigar Store, 117 N. 5th St.
St. Louis, Mo.
Southern Hotel.
E. T. Jett.
St. Paul, Minn.
Edward G. Fitzpatrick, 357½ Poket St
N. St. Marie.
Sacramento, Cal.
Capitol News Co.
Salt Lake City, Utah.
Kenyon Hotel News and Cigar Stand.
Frank Polansky.
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Charles Ludwig.
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San Antonio, Tex.
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Hotel St. Francis.
United News Agents, 111½ Eddy St.
Market St. News Co., 26 6th St.
L. Meehan, 811 Asbery St.
Seattle, Wash.
A. Isserlis.
Charles H. Gorman.
Frank B. Wilson, 507 Pike St.
W. O. Whitney.
Sheridan, Wyo.
J. C. Jackson.
Warne & Canfield.
H. A. Floyd.
Sioux City, Ia.
West Hotel.
W. F. Duncan, Iowa Bldg.
Marshall Bros.
Gerald Fitzgibbon.
Spokane, Wash.
John W. Graham.
Stockton, Cal.
W. D. Miller.
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National News Agency.
New Raleigh Hotel.
Columbia News Co.
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Becker & Crandell, The Fairfax.

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