

OTHER LANDS THAN OURS.

Emperor Francis Joseph of Austria-Hungary has, it is said, threatened to resign if his order that German shall be the only language used officially in the Austro-Hungarian army is rescinded.

of Spain depended upon the economic development of the country. The moment of the supreme struggle was on hand.

AN ENRAGED MONOPOLY.

Steel Trust Fumes and Threatens Dire Things.

A decidedly refreshing bit of anti-monopoly work was that done by Secretary Moody in awarding to the Midvale Steel company a contract for one-third of the 15,000 tons of armor plate needed for the new battleships.

There are two encouraging features in the transaction. One is the administration's defiance of the dictates of the steel trust's armor plate monopoly and the other the certainty that a new plant for the manufacture of that important material will be established.

LAUGHING GAS.

Adam had just laid the blame on Eve, and he was the best I could do, he explained; "I had no private secretary to shift it on."

"You seem to like playing billiards with him," said the other.

"He tried to flatter me, but I'm proud to say he couldn't," said the first.

"No, you're a greater flatterer than he is, then, aren't you?"

"You flatter yourself that you can't be flattered," Philadelphia Press.

Mistress of the House—Your hands look as if you never wash them.

"A New Jersey pastor has been censured for selling beer at church fair."

"Did those mean spirited Jerseymen expect him to give it away?"—Cleveland Plaindealer.

Eminent Senator—"This friend that you want me to get a government position for, you can recommend him as a man of good ability and capable of filling the place, I suppose?"

Constitution—Why, no, senator, I can't do that, it's because he can't make a living at anything else that I want you to get government job for him.—Chicago Tribune.

HALLOW-EVEN.

Philadelphia Catholic Standard.

O! I reckerked de Hallowe'en we had in ole Virginia.

W'en all de majan's niggahs to de amajin's pickaninny.

W'ould be huddled in de chimney cob-nah's glow.

An' we'd issen to dem chilly-win' ob ole Go a-screeshin' lalk a spook aroun' de hoo!

'Twell de pickaninny's fingahs got to shakin' o'er de embahs.

An' dey lalk ter roum dey knuckles 'stead o' nuts.

Den Chioe she eum a-skitin' froug do do-way ob de shanty.

A line of sample Hose on sale Saturday 25c values for.....15c



Our 'Nebraska Special' hats soft and derby styles, sold in every exclusive hat store in Omaha for \$2.50, our price 1.50

Saturday Will Be Fashionable Fall Suits for Women



These Three Prices \$10 \$2 \$15

Will Argue the Greatest Overcoat Values in America.

Men's Overcoats at \$10, Worth \$15

You may talk about values in Overcoats, but there isn't anything anywhere for \$15.00 that can touch these coats at \$10.00.

Men's Overcoats Worth \$18 for \$12

Nothing handsomer than the coats we sell at this price—nothing more stylish. It is the tailoring that counts in this coat.

Men's Overcoats Worth \$22 for \$15

These are the new fashionable coats of dark overcoatings, and we are the only store in Omaha that has these particular coats at so low a price.

What \$10.75 Will Buy Saturday

It will buy a trim ladies' tailor made suit of high grade chevots, in black, blue and brown, with a shapely collarless Louis XIV. coat with cape effect, lined with good satin, with a seven gored, tailor stitched in step skirt.

The greatest suit value ever heard of—worth \$16, Saturday 10.75

If you want to spend more money, we can help you spend it to the best advantage—

You can get a stunning walking suit, made up with plaited front and back with belt, has the very latest style sleeve, jacket lined with good quality satin, nine gore flare skirt.

This handsome suit is made from a very fine quality of imported Scotch mixtures. You may choose your colors from these handsome effects—tan, green, gray and white mixtures. These suits positively worth \$22.50—our price 15.00



Another New Shipment of Boys' Suits at \$1.50 and \$2.35

Bring the boys down Saturday and fit them out with one of these Suits. You will find them the greatest values in all Omaha. Over ninety-five styles to select from. Norfolk and double breasted styles.

From One to Two Dollars Saved on Every Suit

If you want to put that \$10.75 we were talking about into a coat

You can't do better than to take a Military Kersey coat or imported Zibeline. It has a stitched collar effect, double breasted front and shoulder capes, strapped front and back. The coat is lined with a heavy satin. The greatest coat on earth, positively worth \$15, for..... 10.75

Fall Fluffy Furs Of course your suit is collarless—all the new ones are. They're pretty but not altogether comfortable these chilly days, unless you have a fur scarf. Our line is the greatest in the city, and no store can touch our prices. Call and investigate.

MODERN RAILWAY STATIONS

That About to Be Built at Washington to Be Unique.

UNEXCELLED IN IMPOSING MAGNIFICENCE

Joint Terminals of Pennsylvania and Baltimore & Ohio at National Capital to Cost Fourteen Millions.

"Nothing in the way of illustration that has yet appeared affords anything like an adequate conception of the impressiveness of the new Washington station," is Major Pangborn's comment upon such as has thus far been published in connection with the \$14,000,000 union passenger terminals for which the Baltimore & Ohio and Pennsylvania companies have just completed the letting of contracts.

Major Pangborn is the director of that company's great section at the St. Louis exposition, and which, in the 50,000 square feet allotted to it, will typify the evolution and development of the world's railway.

Central in this large expanse—by the way, the greatest devoted to one representation in the vast structure devoted to transportation exhibits and, for that matter, in the entire exposition—will stand a model of the Washington station as appearing when finished. Fronting eighty feet, with a depth of forty feet and rising to a height of fifteen feet from the floor, it is upon a scale of proportions and effectiveness believed to have never before been attempted in an architectural model.

The showing of the interior being as palpably looked to as is the exterior, with such arrangements of the base perfected as to enable the passing through below and raising head high, so to speak, to fully comprehend the inside plan. As a matter of course, a model, itself as big as a house, the saying goes, is of ample dimensions to permit a thousand or more people to walk upright about it, but this manner of inspection would be at the expense of dwarfing the noble proportions of the structure, hence the provisions for the heads only of the visitors projecting, at stated points, through the marble floor.

Some Pointed Comparisons. Through his familiarity with the progress of the work in the construction of the model, his acquaintance with the details of the plans of the new station, Major Pangborn has come to be something of an authority as to it. This is augmented by his well known personal knowledge of all the great railway stations abroad, his years' study of transportation development throughout the world rendering him in position to institute comparisons at once intelligent and comprehensive. Without reservation it is his conviction that the Washington terminal when all is said and done will be the most completely up to modern lights upon passenger demands in the world.

Germany's present foremost station, and at this time in most respects the greatest abroad, that at Frankfurt, will be relegated to second rank when the new Hamburg station now in about the same preliminary stages as the Washington station reaches its ultimate form. But neither the Hamburg or the Frankfurt, or, for that matter, the new station of the Orleans railway in Paris, the great station at Dresden, not to enumerate others claiming prominence for vastness, modern perfection of facilities, convenience for passengers and imposing exterior appearance, can be regarded as in the same class with the latest American creation. Perhaps the Hamburg, Frankfurt, Paris and Dresden stations will compare with the Washington in the means for the

actual movement of trains, the details strictly pertaining to operation, the measures of which the passenger has no knowledge, but which, of course, are of vital importance to him in insuring the realization of his anticipations both as regards his movement and his safety. No stations anywhere excel those in London in these respects. In and out of the Liverpool Street station of the Great Eastern railway, there are almost, if not quite, double the number of trains daily of any other in the world—upward of 1,100. Nobody gets hurt, everybody gets there, and it is a whirl in every morning and a swirl out every afternoon that is of the remarkable sights of London. But the station, what there is of it, is as barn-like, cheerless and ramshackly as most others in London. Dust and dirt would seem to be at a premium, and advertising signs, posters and cards thrust themselves into your face at every turn.

To Be a Marble Palace. Architecturally, the London stations make no special pretensions. Many of those on the continent do; Frankfurt, Dresden, the Orleans at Paris and the new Hamburg, for instance. Imposing in appearance, suggestive of the real thing, they, as a rule, are not. Facades with their reliefs, and colonnades with their statuary, are all of the same substance, composition. The development of the sky scraper here has brought terra cotta, as it is termed, literally to the front, and it is such the same thing as the general substitution for stone, granite and marble abroad. It hasn't got into railway station use on this side as yet, at least, to any appreciable extent, and assuredly the initiative will not be at Washington. Marble, wholly unknown on the other side in such connection, will be the material. Its pure tone will harmonize as could none other with the pure classic form and lines of the structure. Within there will be marble floors, mahogany, bronze and glass. Nothing less rich and permanent.

At the best, a structure 700 feet frontage, with a depth of 300 feet and height of 100 feet, is most difficult of anything approaching a comprehensive portrayal in the ordinary newspaper sketch. A mass of marble of the dimensions named is a wholly different proposition. Its very atmosphere is overpoweringly impressive. No edifice in this country, few, indeed, if any, in the world present a parallel to the triumphal arcade of the Washington station with its three magnificent arches each thirty feet in width and fifty feet in height opening into a vestibule with triple domes sixty odd feet high and thirty-five feet in diameter. And, from within the vestibule, a vista through arches and domes three hundred and more feet on either hand. The model, Major Pangborn explains, already gives hint of the glories of that which Burnham aspirate to be longest remembered by, and to the model, now that the long stage of plan making is over, he is devoting a personal supervision, insuring a memorable completion.

Daring Feat by Surgeons. An operation was performed recently at the Cook county hospital which is one of the first of its kind in the country. George Dietz, 50 years old, was operated on for chronic Bright's disease by Dr. John Dill Robertson, professor of surgery at the American College of Medicine and Surgery. The patient's kidneys were both diseased, which, the surgeons say, is one of the most daring operations of modern surgery.

Out of the fifty cases which have been so treated in Europe and America 90 per cent have recovered. It is believed, the surgeons say, that the new operation to cure kidney disease has solved the problem of successful treatment where the old method of medical dieting had been unsatisfactory and unreliable. The clinic was attended by nearly 60

physicians and students, the largest number that has been in the hospital amphitheater since Dr. Lorenz's clinics a year ago. Dr. Robertson performed a similar operation six months ago, from which the patient is now practically recovered.—Chicago Inter Ocean.

WAKING UP THE OLD WORLD Yankee Alarm Clocks and Other Grades of Ticklers Doing Business at Home and Abroad.

Like the sound of the shot fired by the "embattled farmers" at Lexington, the tick of the Yankee clock is now "heard round the world." Our clock export trade is worth about \$1,000,000 a year. Unfortunately, its volume shows no very great increase during the last ten years. In 1893 it was \$982,422. In 1902 it shows as \$1,146,331, a fall-off of \$150,000 from the figures of 1901.

The clocks exported are generally of an inexpensive class, and \$1,000,000 worth makes quite a little mountain of them. The extent of their distribution is indicated by the report of a single week of August last. During that week clocks of a total value of \$15,000 were shipped to England, Scotland, Germany, Spain, Madeira, the Azores, Cuba, Colombia, Brazil, Argentina, Natal, India and Newfoundland. Shipments of other weeks to these and to other lands show that the cheerful tick of the Yankee timepiece is a familiar sound in nearly every country of the globe. The exasperating shriek of the American alarm clock breaks the stillness of the morning from the equator to the frozen pole, and men of all races, colors and tongues hurl their anathemas at it in their respective languages, even though they hurl nothing more weighty.

Our export of watches is close upon the heels of the clock trade, and shows an increase which gives fair assurance of still greater increase. The export of watches in 1899 was valued at \$54,758. In 1902 it had risen to the sum of \$99,150. The fact that about three-fifths of the watch exports of 1902 went to Canada is only a fair argument of a very extensive trade awaiting our cultivation elsewhere. During that year Canada purchased \$575,000 worth of American watches. From England, to whom it gave a preferential tariff rate, Canada bought during the same year \$2,000 worth. Germany and Switzerland sold on equal terms with the United States. The German sales were \$12,700 and the Swiss \$12,550. Canada bought last year \$208,000 worth of American clocks, \$5,500 worth of English clocks and \$5,000 worth of French, chiefly in marble cases, a French specialty.

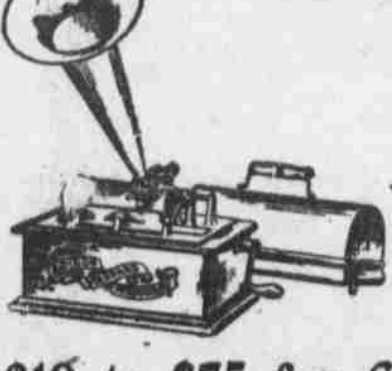
We quote these Canadian figures because they exhibit the ability of the American product to meet the competition which it has to face in foreign markets. That which is done in Canada can be done elsewhere by the expenditure of a medium of trade energy. The United States can and should make the timepieces of the world—New York Sun.

Christian Women Hold Conference. ST. LOUIS, Oct. 30.—At today's session of the international conference of Women's Christian associations, the devotional hour gave a preferential honor to Mrs. Mary Holmes of Chicago. Miss Rose Johnson, who for sixteen years has had charge of the Johnson mission in Alexandria, Egypt, where 50 women are sheltered without regard to nationality, told of her work, and Mrs. W. S. Buxton read a paper on the future of the international board. Tonight's session will be taken up with the reports of associations.

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