

CONTINENTAL CLOTHING HOUSE

Corner 15th and Douglas Streets, Omaha.

LIGHT WEIGHT OVERCOATS.

THE BEST IS ALWAYS THE CHEAPEST—CLOSING PRICES.



Goods manufactured by Rogers, Peet & Co. Don't buy until you have examined our stock. We can save you money and give you the best goods in the market.

Bargain Lines in Meltons, price \$12.00.
Bargain Lines in Cheviots, price \$12.50.
Bargain Lines in Fancy Worsteds, price \$15.00.
The Finest Made at \$18, \$20 and \$22.

Prince Alberts.

Our success this season on the line made by Rogers, Peet & Co. is wonderful; perfect fitting, elegantly made and trimmed at the popular price of \$18, \$20 and \$22 for Coats and Vests. Don't decide on a dress suit until you have seen this line. Made with and without silk facings. All shapes. Regular, shorts and slims.

MEN'S SUIT DEPARTMENT.

Special Bargain Lines of

Men's Business Suits, Price \$12.

We made hosts of friends last season by selling the Sawyer fabrics, and we will offer this week 150 Suits of this cloth in Men's Sack Suits, a neat gray mixture suitable for business wear, at \$12, in all sizes. These goods are retailed everywhere at \$18.00. We will send a sample of the cloth to any address and self-measurement blank.

It will pay you to examine our line of Fancy Cheviot Suits at \$10.

Strictly All Wool Cassimeres at \$12.
A host of Choice Suitings at \$15.
Our popular Black Cheviots in cutaways and sacks, at \$18 and \$20.



Special Sale in Boys' and Children's Dept.

Did You Ever See Anything Like It.

The above remark has become familiar by constant repetition in our store by the hundreds of patrons who crowded the Continental during the last week. In the Boys' and Children's Department we have all the choicest novelties of the season. Our limited space prevents us from mentioning but few of the bargains offered by us. As specimens of more than 600 different lots, all equally attractive, we mention the following lots:

Boys' Long Pant Suits. Price \$6.50.

Lot 1. We offer 100 strictly all wool Spring Cashmere Suits for boys from 13 to 17, coat, pants and vest of a handsome mixed check, one of the best selling suits in our stock, is absolutely all wool, free from cotton or shoddy in any form, and we guarantee that it is generally sold for \$10 per suit. We offer it in regular sizes from 13 to 17 at only \$6.50 per suit. Send for a sample suit and if you do not think it worth \$10 it may be returned at our expense.

Boys' Long Pant Suits. Price \$8.00.

Lot 2. We offer 180 strictly all wool Cheviot Suits, in sizes 13 to 17, nobby sack coat, vest and pants in a neat Scotch mixture. The goods were made within the past 30 days and is one of the newest and best styles of the season. A suit which regularly sells for \$12. Price this week \$8.

Boys' Knee Pant Suits. Price \$5.00.

Lot 3. We offer 200 strictly all wool Scotch Plaid Suits, made in Norfolk blouse style, a new suit placed on our counters this present week, a beauty in every respect, for boys from 5 to 12 years old. One of the neatest and prettiest in our stock at any price. We offer them to you now at \$5 per suit, and unhesitatingly pronounce them as the most desirable bargains we have ever offered in our Boys' Dept.

Boys' Knee Pants Suits. Price \$3.30.

Lot 4. We offer 200 Boys' strictly all wool grey mixed Cassimere Suits, a small neat basket pattern, medium color, neither very light nor very dark, in sizes for boys from 4 to 12 years old. We manufactured these goods in February of this year, and have sold hundreds of them, and the average price has been \$6 per suit. During the present week or until they are closed we shall offer them for \$3.30, and this price once more, \$3.50, and remember they are strictly all wool, no cotton or shoddy in them. Only \$3.50. Every suit is worth \$6, today.

A Complete Line of all the Finer Grades of Boys' and Children's Clothing

A sample suit of any of the lots advertised will be sent by express to any address, with the privilege of examination before paying for them, and if not satisfactory may be returned at our expense.

Boys' Knee Pant Vest Suits. Ages 11 to 16.

We are recognized as headquarters for Boys' three-piece Suits. We have them in all the medium and fine grades.

Boys' Cheviot Three-Piece Suits, \$7, \$8 and \$9.

Boys' Fancy Worsteds Three-Piece Suits \$8, \$9 and \$10.

Vest Suits for Little Folks. Ages 4 to 8 years.

We make a large variety of choice styles of Vest Suits, ages 4 to 8 years, which are very popular this season.

Boys' Jersey Suits,
Children's Jersey Kilt Suits,
Novelties in Children's Kilt Suits,
Boys' and Children's Spring Overcoats.



HAT DEPT.

The largest stock of Fine Goods to select from and no fancy prices. See the Wilcox Self-Conforming Derby before you purchase.

8 Different Shapes. Price, \$3.50.

We guarantee every Wilcox Hat to give perfect satisfaction.

STETSON HATS.

We offer a full line of Stetson Soft Goods at less than regular retail price.

BOYS AND CHILDREN'S HATS.

We have special styles in Cloth Goods which cannot be found in any other stock.

ALL THE NEW SHAPES.

Special Bargain Line of Men's Derbys,

At \$2.00,

Nothing but the best makes sold in our Hat Department.

We mean by this that we guarantee every Hat, and if not satisfactory money will be refunded. We offer this week a special line made up in three different shapes at \$2, regular \$3 goods. They must be seen to be appreciated.



FREE LAND, LOOMS & CO., Proprietors.

THE CONDUCTORS VICTORIOUS.

Union Pacific Grants Them an Extra Five Dollars Per Month.

REGISTRATION BOARDS IN SESSION.

A List of the Registrars Together With the Places at Which They May Be Found in Each Ward.

Vice President Holcomb received information yesterday from Cheyenne to the effect that an increase in wages to Nebraska division conductors had been agreed upon, but as yet there was no settlement of the matter with those on the Wyoming division.

In their demands the conductors running between Omaha and North Platte asked for a raise of \$5 per month, also a reduction of mileage from 6,500 and 7,000 to 5,500 miles a month. To do this would require twelve instead of eight crews. The conductors were getting \$14.

General Manager Dickenson said before going to Cheyenne, that he was willing to concede the increased pay, but could not consent at the same time to decrease the mileage. That, he said, would be equal to an advance of \$10. The schedule for passenger men on that route that the Union Pacific is \$100 a month and a minimum of 5,500 miles.

Railroad to Orleans.

A delegation of leading business men from Orleans, Neb., called on Vice President Holcomb and made a plea for the extension of the Union Pacific, through its St. Joe & Grand Island system, from Alma to their town.

The delegation was met at the B. & M. depot by President Martin, Secretary Nason and other members of the board of trade and was by them accompanied to Union Pacific headquarters. The same people also took part in the conference.

Mr. Holcomb said that the Orleans people seemed anxious to have the road extended. They are on a branch of the Burlington and claim to be so situated as to be at the mercy of Alma, which town, less than ten miles away, where the Grand Island and Burlington connects, enjoys many advantages in the matter of rates and shipping facilities. Should the Union Pacific decide to build the road it would be compelled to parallel the Burlington, though the distance does not exceed eight miles. This matter has already been set forth at length in THE BEE.

The visiting delegation is composed of G. W. Burton, A. E. Harvey, Charles A. Dale and John Edwards. Mr. Burton said, "We want to make our little town a railroad center, and in that way give it some prominence. Mr. Holcomb had quite considerable encouragement to us, and agreed that when he visits Boston, which will be very soon, the matter will be presented by him to the board of directors."

The Union Depot Plans.

T. L. Kimball, G. W. Holdrege and Engineer Doran are in Kansas City making an examination of the union depot plans. After discarding the original idea and adopting another style of architecture, Mr. Howe made a visit to every modern station in the east, took notes of the best features in each, and with these combined has planned what Mr. Doran says will be the most complete depot in this country.

Mr. Doran superintended the erection of the depot at Indianapolis, which is conceded to be the finest of the kind built up to date. It will, however, be surpassed by that of this city.

A Lot of New Locomotives.

The Union Pacific is just receiving a number of the new engines ordered last fall and sending them out on the road. They are to be used principally on heavy freight trains. They are what is known as "ten-wheel consolidated hogs," and numbered 1600. Another class, 1400, two of which arrived yesterday,

will be assigned exclusively to the passenger business. With these it is said that an engineer can attain to a speed of twenty-five miles an hour within the length of his own train. The great trouble experienced in making time on a thirty-five or forty mile schedule is experienced in the stopping at and starting from stations.

Bound to Have a Road.
A delegation of citizens from Blunt, S. D., interested in the proposed Omaha & Yankton railroad, are expected here soon to encourage the enterprise. They claim to have a plan for securing the most practical route between Forest City and Omaha. Nearly enough money to pay the expenses of making a survey has already been subscribed.

Notes and Personals.
C. J. Ives, president of the Burlington, Cedar Rapids & Northern, passed through Omaha yesterday in his private car, en route home from Mexico. He was accompanied by his family.
Greene's Odd Fellows' special made the run from Fremont to Omaha yesterday morning in fifty-eight minutes.

REGISTRY REGISTER!
Preparation for the Great Election on the Question of Annexation.
On Thursday, May 8, the election on the question of annexing South Omaha will take place in this city.

There will also be submitted to the citizens the question of voting bonds to the amount of \$175,000. Of these \$75,000 are to be devoted to paving, repaving and macadamizing intersections of streets and spaces opposite residences. The balance of \$100,000 is for the construction of four fire engine houses. As a consequence, this will be one of the most important elections ever held in this city. In order to vote, however, it will be necessary to register.

The several boards of registration in the city opened yesterday and continued in session until 9 o'clock last night. They will hold another session today from 8 a. m. to 10 p. m. and will continue last session will be held one week from today, Saturday, May 3.

FIRST WARD.
First Precinct—Railroad ticket office, 819 South Tenth street; Scott Butler, J. B. Tooker, C. P. Hill.
Second—No. 119 South Eighth street; E. K. Long, Henry Bannum, C. Flagg.
Third—Hart's grocery, between Dorcas and Marthian tenth; C. E. Goodman, H. M. Smith, Donalick Goggin.

SECOND WARD.
First Precinct—Henry Meis's feed store; William Holmes, Frank L. Hower, John Yorak.
Second—No. 1401 Vermont; B. O. Donnell, W. H. Gatewood, L. D. Pickard.
Third—South between sixth and Leavenworth; Charles Zeman, T. L. Van Dorn, Louis Boehme.

THIRD WARD.
First Precinct—No. 214 North Tenth street; David McCleave, E. E. Eberman, Thomas Crosby.
Second—No. 318 South Eleventh; J. A. Fogarty, John Lakstrom, William S. Jones.

FOURTH WARD.
First Precinct—No. 214 South Sixteenth; John Freiday, Richard Costello, John Wallace.
Second—E. C. Erbe, Charles W. Wilkins.
Third—No. 1118 Sherman avenue; Robert O. Backus, E. C. Erbe, Charles W. Wilkins.

SIXTH WARD.
First Precinct—Twenty-sixth and Lake streets; W. A. Grant, E. J. Glenn, E. J. Riggs.
Second—Twenty-fourth street and Elkhorn railroad; H. J. Miller, W. G. Henshaw, Thomas S. J. Powell, Nathan Stevens, Stuart Gwynne.

EIGHTH WARD.
First Precinct—214 Park avenue; George Sabine, N. W. Nelson, E. T. Shelby.
Second—Twenty-ninth and Davenport streets; P. J. Quasly, Frank Crawford, William Roan.
Third—218th Gaining street; R. G. Van Ness, J. E. Smith, Julius Wolfe.
Second—2402 Union street; J. B. Schmidt, A. W. Parker, Thomas H. Boyle.

WILL NOT STAND RUNNING.

The Eleventh Street Viaduct is Found to Be in a Bad Condition.

COMMISSIONERS AND THE PARK.

The Season of Target Practice at the Bellevue Rifle Range About to Open—The Retirement Board.

Yesterday it was reported to City Engineer Tillson that the Eleventh street viaduct was in an unsafe condition. That gentleman at once made an inspection of the structure, and when seen by a city reporter last night stated that while there is nothing wrong with the frame work, the floor is liable to cause a serious accident at any time. Tuesday night the city engineer will report to the city council and advise immediate repairs. "The trouble is," said Mr. Tillson, "in twenty-five or thirty places the planks have worked off the center beam, which is only four inches wide, and should a horse step on one of these loose planks it would be liable to break off and perhaps cause a serious accident."

In speaking of the cost of the repairs, Mr. Tillson stated it would be eight, and a principle pattern would be the labor of putting the plank back and bolting them down.

ANOTHER PARK.

Receives Consideration in the Exchange of Real Estate Dealers.

The meeting of the park commissioners with the real estate exchange was quite well attended. As previously announced, the purpose was that of considering the proffer of a new park in the southwestern portion of the city. The proposition is from R. C. Patterson, Max Meyer, Edward Poyles, G. D. Barkalow, J. H. Levy, Paulson heirs and Victor Caldwell. The offer is to donate forty acres in a boulevard 200 feet wide commencing half a block south of the south line of Windsor place and runs to Ruser's park, and the park of thirty-acre.

Many of the donors and Dr. Miller and Augustus Pratt of the park commission were present. Second Vice President Perine of the exchange called the meeting to order, saying he was sorry to announce that President Hartman was sick and consequently was unable to be present.

Dr. Miller was introduced and said briefly that the proffer in question had been the result of hints received from the park commission and a knowledge that the people of the city needed just such a parkway and park as was offered. He desired that the commission recommend the matter to the city council. Mr. Patterson said that he appeared simply as a private citizen and not in his official capacity as a member of the park commission. As a representative of the citizens of Omaha he would guarantee, however, to do all in his power to secure the approval of the city council. He said that the park commission could not do more than recommend. From the organization of the board a year ago the members had tried to secure ideas in the matter of beautifying the city with parks and boulevards. He hoped that the conditions of this offer were not to be such as would delay an immediate acceptance. To all public and liberal-minded citizens the offer was a most desirable one. Dr. Miller emphasized the fact that legislation as to parks and boulevards was very

A TREMENDOUS SHIPMENT.

Fifty Cars Laden With Deering & Co's Harvesting Machinery

ARRIVED IN OMAHA YESTERDAY.

A Showy Pageant of Freight-Flying Flags and Banners—Splendid Band and Crowds of Curious Lookers-On.

The most stupendous single shipment of harvesting machinery that has ever been made in the history of the world arrived in Omaha at 3:45 yesterday afternoon from Deering & Co. manufacturing, Chicago, for the city's immense new warehouse at the foot of Capitol avenue. Deering & Co. are the largest manufacturers of grain and grass cutting machinery on the globe today, and yesterday's shipment to this city required two special trains of twenty-five cars each combined in one. The train, with its fifty cars and two engines, came in via the Chicago, Burlington & Quincy road and attracted widespread attention all along the route, the interest culminating on arrival here yesterday afternoon in a crowd of over one thousand people, who assembled at the passenger yards at Eighth and Pacific streets to see the display.

The train was in charge of Mr. C. W. Lewis, chief of the shipping department of Deering & Co.'s works of Chicago, assisted by Mr. George Harter, also of Chicago, and C. W. Keith, general agent at this point for the company. Each car of the shipment was decorated with the colors of the Deering & Co. flag, and the train was two elaborately embellished display cars, upon which were samples of all the machines made by this company, set up and ready for the field, interspersed with two pyramids and unique designs wrought from the ponderous balls of binding twine. Flags and streamers floated from every available point, and the scene was one as would be looked for upon the occasion of some momentous political or other public demonstration. Each car of the train bore a legend reciting the contents of the same, and the active employees were on hand to scatter and distribute handsome colored souvenirs of this colossal shipment. A photographer was upon the scene, and made numerous negatives of the grand display, from all conceivable points, and it was hours before the crowd could stand at Eighteenth and Pacific streets. It was surely a great achievement on the way of transporting a world of machinery from one great city to another, and Omaha may well feel proud of being the recipient of such an enormous quantity of this firm's famous harvesters, which are known throughout the civilized world. The train was allowed to stand at Eighteenth and Pacific streets until late in the evening for the benefit of the public, when it was run back into the passenger yards at the foot of Capitol avenue, where the tremendous new warehouse stands, and where it will remain until this afternoon, when the work of unloading will begin. Composing this train are thirty-five cars of the Deering, Jr., steel harvesters and binders, and fifteen cars of harvesting twine.

Those who failed to see the train upon its arrival would be well repaid by a trip to the warehouse today. The work of unloading will not set in until the afternoon, so all may have a chance to see this great train.

The officials of the Chicago, Burlington & Quincy, who accompanied the train for the entire trip, are entitled to the fullest credit of praise for the admirable manner in which the train was handled, it being on schedule time and without any accident occurring to mar the safety of the long journey.

Jumped from Engine.
608 17th St., Omaha, Neb., Sept. 22, 1888. I jumped from an engine in collision, and sustained my ankle very badly. For 3 years for weeks, St. Jacobs Oil completely cured me, and completely cured my wife. JOHN GARRETT.

Whoooping Cough.
This disease is likely to be quite prevalent this spring, as it has already appeared in several places in Iowa. Parents of small children are of course interested in knowing the best treatment. Past experience has fully demonstrated that there is no danger from the disease when Chamberlain's Cough Remedy is freely given. It was used in thousands of cases last year without a single fatality. There is no real danger in giving the remedy, as it contains no injurious substance.

THIS FIRST ORDER.

The Sidewalks by Major Balcombe Under His New Authority.

An ordinance passed March 18 by the council and approved four days later by the mayor gave the board of public works the superintendence and direction of all construction and repairs of sidewalks and the advertisement of all public notices in regard to the same. In accordance with this Chairman Balcombe has notified the owners of the following lots to lay sidewalks in front of the same by May 7:

East side of Twenty-seventh street, lots 20, 21, 22, 23 and 24, Clark's addition, six feet wide.
East side of Twenty-ninth street, lots 2 and 3, block 4, Boggs & Hill's second addition, six feet wide.
North side of Burdette street, lots 4, 5, 6, 7 and 8, Smith's park, six feet wide.
North side of Burdette street, tax lot 29, Smith's park, six feet wide.
South side of Wirt street, lot 14, Kountze's addition, six feet wide.
East side of Twenty-seventh street, lots 20, 21, 22, 23 and 24, Clark's addition, six feet wide.
East side of Twenty-ninth street, lots 2 and 3, block 4, Boggs & Hill's second addition, six feet wide.
North side of Mayne street, lots 1, 2, 3, 4, 5, 6, 7 and 8, block 8, Orchard Hill addition, six feet wide.

To Nervous Debilitated Men.
If you will send us your address we will send you Dr. Dye's Celebrated Volatile Belt and Appliances on trial. They will quickly restore you to vigor, health and health. Pamphlet free. VOLTAIC BELT CO., Marshall, Mich.

Dean Gardner's Lecture.

Dean Gardner delivered one of a series of Friday night lectures last evening. He chose as his subject "The History of the Prayer Book." The talk was the standard speaker giving a brief sketch of the history of the English prayer book, which was made in 1660 and has remained practically unchanged ever since. The dean expressed the opinion that the prayer book bore the stamp of divine guidance in its preparation. The consideration of the American prayer book, the dean announced, would be made the subject of a separate lecture on next Friday evening.

Douglas Street Grade.

The grading of Douglas street as ordered by the council at its last meeting will comprehend the following changes:

A cut at Seventeenth of three feet, twenty-two feet at Eighteenth, midway of Eighteenth and Nineteenth a cut of twenty-five feet, seventeen feet at Nineteenth, between Nineteenth and Twentieth the new grade will be three feet higher than the level. Seventeenth will be twenty-five feet higher than Sixteenth, Eighteenth twenty-two feet higher than Seventeenth, Nineteenth twenty-two feet higher than Eighteenth, and Twentieth street will be four feet higher than Nineteenth. Seventeenth up to The Bee and New York Life buildings will be unchanged. The cut between Douglas and Farnam will be three feet at the lowest point. Eighteenth will be radically changed. The incline will be to the north instead of the south. On Douglas it will be twenty-two feet, tapering from Farnam to Dodge. Nineteenth street will be run up to the north and the incline will of course be to the south.

GOOD COOKING.

All who desire good cooking in their houses should use

LIEBIG COMPANY'S

EXTRACT OF BEEF.

A slight addition gives great strength and flavor to Soups, Sauces and Made Dishes. One pound is equal to forty pounds of lean beef, or the value of about \$7. Genuine only with fac-simile of J. von Liebig's signature in blue ink across the label.

GRAY'S SPECIFIC MEDICINE
TRADE MARK THE GREAT TRADE MARK
ENGLISH PREPARED BY AN UNFAILING CURE FOR NEURALGIC Weakness, Consumption and a premature grave. Impotency, and all diseases that follow as a consequence of self-abuse, as Loss of Memory, etc.

BEFORE TAKING. Pain in the Back, Dizziness, Premature Old Age, and many other diseases that lead to insanity or consumption and a premature grave. Full particulars in our pamphlet, which we enclose in each bottle. Send for it by mail to every one. The specific medicine is sold at \$1 per package, or six packages for \$5, and will be sent free by mail on the receipt of the money, by addressing

THE GOODMAN DRUG CO.

110 FAHNSAM STREET, OMAHA, NEB.

On account of our interests, we have adopted Yellow Wrappers. Be on your guard.

Boyd's Opera House

This Evening, Tomorrow Afternoon and Evening.

The Success of Last Season Repeated Again

The Talented and Handsome Star

GORA TANNER

IN "FASCINATION"

Matinee at 2:30 Saturday. Regular prices.

Boyd's Opera House

Boyd & HAYNES, Managers.

Three Performances Only, Commencing Monday, April 22.

And a ladies' and children's Tuesday Matinee

THE W. C. COUP

EQUESTRIAN CURRICULUM.

Prof. Buckley's Sixteen Educated Horses that do everything but talk. The performing dogs. The original leader. The brass band and orchestra.

Grand novel street parade each day of the sixteen beautiful horses at 11 a. m. Reserved seats in balcony, \$2; general admission 50c and 25c. Seats will be put on sale Saturday.

Dime Eden Musee.

Corner 11th and Farnam Sts.

First Appearance in a Museum.

ZANFRETTA'S

Famous Pantomime Co.

Humpty Dumpty Eclipsed. Malomet, the Hex. A Rocky Mountain Goat. "Blind Jeff," the marvelous master of the piano. World's Fair Comedy Co., comprising 20 artists. Two great stage shows.

One Dime Admits to All.

WEAK MEN

suffering from effects of Youthful Excess, and Diseases of Men can be cured permanently and privately by our special medicine. Sent by mail for \$1. Book sent (sealed) for 25c. Boston Medical Company, 127 Washington Street Boston, Mass.