Charles G. Dawes Throws Strong Light on the Railway Question.

THE EARNINGS OF THE BURLINGTON.

Mr. Marquette's Juggling with Figures Exposed and the Board of Transportation Given Some Facts to Ponder Over.

Lexcons, Neb., July 16.-To the Editor of THE BEE: There has never been a time withis the history of our state when the economic relation of our railway systems to the publicat large has excited greater interest. This interest has been heightened by the fact that under the plea of necessity and of the right of self-preservation the railroad companies of our state-netably the Chicago, Burlington & Quincy ranky company - have interested themselves in politics to such an extent that by controlling the machinery of political conventions they are interfering with the free expression of the will of the

A general impression seems to prevail that the tactics resorted to in the Hastings convention are not those which a corporation tecking simple justice would adopt; that unfair methols are not necessary to the accomplishments of any fair and. One great resson for the cry which has gone up from all oversur state for Investigation into our present freight rates and into the earnings of rallway companies, has been the fact that the people cannot be brought to believe that the just recognition of the rights of railway companies can only be obtained by the disregard of the right of the people to nominate their own and dates in political conventions.

The recent report of the secretaries of our state board of transportation, in which they declare that the result of their investigation into the relative cost and earnings of the ads of this state does not justify them in finding that our present rates are too high, logether with the fact that the Chicago, Burlington & Quiney milway through its ablest spokesman, has prepared aborate statements designed to convince the people of the state that the stockholders of our railway corporations are making but a reasonable sum on their actual investment, have led me to an examination of the past and present of the B. & M. milway in Nebruska, the results of which I will sutline. The secretaries of the state board of trans-

portation, in their report state that, "A tar-iff of rates adjusted for its lines in Nebraska (the B. & M. in Nebraska) on the basis de-clared just in the resolutions of the board, would answerfully as well for all other lines in the state." The discussion into which I willenter may therefore be considered as applying insome slight degree to other lines in Mr. Hadrege, for whose ability and hon-

esty of purpose I have much respect, on May 21, 1890, at a meeting of the state board of transportation, made the statement that the transportation, made the statement that the B. & M. railway carned in 1887 on actual investment, 7.59 per cent; in 1888, 3.17 per cent; and in 1889, 5.57 per cent. The Nebraska State Joerani, my authority for this statement of Mr. Holdrege, does not give the amount of "actual cost" upon which these averages are figured, but I presume that they are based upon a valuation of something over £25,000 per mile—a figure which Mr. Hol-\$25,000 per mile—a figure—which Mr. Hol-drege once assumed, "for the sake—of argu-mest," is an open letter to Attorney-General Lesse, condemning his efforts to secure a re-

uction is rates.

I will endeavor to show that these figures -have no equitable bearing upon the question of reducing freight rates in this state at this time. In the following discussion I have given some figures whose relevancy may not be fully apparent until the final conclusion as to cost to stockholders and earnings, which I seek to establish, is reached. My reason forusing them is that they all form collateral

arguments in favor of this conclusion.

In the first place, I wish to disprove the assertion, frequently heard, that the financial risks attendant upon the projection of the B. & M. rullway company in Nebraska were such as to now equitably entitle it to a larger profit upon its investment than it would be entitled to had its road been first built in a more densely populated district of our country. In Poor's Manual for 1872-1873, page 451, issued when the B. & M. railway was in operation from Plattsmouth to Harvard, 140 miles, and was graded ready for iron to Kearney, the junction with the Union Pacific railway, fifty miles further, the cost of the construction and equipment of the read is given at \$5,673,981.57, while the bonded indebtedness is given at \$5,887.771. (Attention is here called to the correspondence)

dence in these two preceding amounts.) The capital stock of the road is given at \$5.583,700 but the amount paid in is stated at \$19,20,79. The statement therefore confesses to \$7,664,42.21 of unpaid stock which may be considered as representing the value of the Later, by December31, 1872, the stockhold-

ers had increased the amount paid in on stock to \$62,000, and had also gained control of the Omaha & Southwestern railway, having for-Omana & South Sector Failvay, having for-ty-cight miles of track, by guranteeing 8 per cent interest on \$20,000 of bonds per mile and making a cash payment of about \$20,000, thus increasing the length of their read to 239 miles. Therefore, the stockholders had paid in at that time, according to the railway company's statement, the sum of \$4,05.15 per mile togain control of their read. Now, in connection with this fact we will add that by June 30, 1873, there had, according to the statement of this company, been certified to it from the United States land office, 2,370,-650 16 acres, and from Nebraska 80,000 acres Gaelading 30,000 acres acquired with the Omaha & Southwestern milway) making a total of 2,450,653,16 acres, to which magnificent donation it still expected an addition of

about 12,000 acres.
As early as December 31, 1873, the company has sold 527,427.74 acres to 4.200 purchasers for the sum of \$4,185,818.11, an average of about \$ per acre. At this time cash payments received on the lands amounted to \$675,193.79 and expenses to \$479,072.38, and the company had notes and obligations arising the company had notes and obligations arising from its land grant amounting to \$3,510,-

OThus we see that on December 31, 1873, this corporation had actually over 5 per cent of the amount of its whole funded indebtedness and paid in stock in assets arising from the sale of less than one fourth of its total land grant. Enlistment is such a corporation at that time could hardly be considered an evi-dence of financial heroism; and at least will not be regarded as califling a stockholder to

not be regarded as califfing a stockholder to my special legal immunity at present.

I now desire to show, as a step toward a conclusion, that during and from 1886 to the present year the Chicago, Burlington & Quincy railway company has been building there lines in Nebraska, Colorado, Wy-oming and Kanasa from the proceeds of the sale of first mortgage, bonds. Accordingly I sale of first mortgage bonds. Accordingly 1 append a statement which I have collated from the last four annual reports of the board of directors of the Chicago, Burlington and Quincy rallway company to the

Year.	New Lines Built.	Amo'nt Faid for con- struction and equip- ment.	Bon ds Is- sued dur- ing year and sid.	
186 187 188	550 556 657 200 223 86 995 560	15,031,5m.95 5,005,00.74	\$2,870,00.00 12,000,00.00 8,901,30,84	L Per Ct.

Total 1494 77 8 30,518,66 20 \$2,183,80.84 The premiums derived from the sale of these bonds during these four years, together with a small sum resulting from discounton bonds purchased for sinking funds, amounting in all to \$855,008, has, in the above statement been subtracted from the cest of construction and equipment instead of being added in the bond column to the par value of the bonds—the result, so far as the relation of the cost of construction and equip-ment to income derived from the sale of bonds being the same. However, making this change, we have the actual cost of conthis change, we have the actual cest of construction and equipment, \$55,375,363.20, and the income derived from sale of conds very approximately \$3,00,38884. The only conclusion which can be drawn from these figures is that the Chicago, Burington & Quincy railway, since and during 1886, has been building and equipping its new lines in this and adming states from the proceeds of boads, drawing on an average a little over a per cent per annum. Taking the amount expended in the construction and equipment of new road in these last four years, which

NOT AN OBJECT OF CHARITY. | 18 883,375,555,390, and dividing at by the number of miles of road constructed, which is 1,094,772, we have the amount expended in these years per mile of new road for con-struction and equipment (including tele-graph lines), which is \$22,335. When we remember that of this 1,404,722 miles of new road over 1,100 have been on "main lines," costing more in proportion, as is well known, than branch lines, we are led to believe that the value of Nebraska railways per mile, assumed by Mr. Holdrege "for the sake of annument" at \$25,000, is cortainly not ex-

> tis agrain consider the land grant and ascr-tain, if possible, the actual amount of cash the stockholders of this railroad have in-vested for road in this state built prior to 1886. The road operated in Nebraska in 1887 was 1,781.77 miles. Subtracting from that sum the number of miles built in Nebraska a 1886, which is 370.00, we have as the length of the road in Nebruska, just prior to isso, Lill miles. In the printed report of the Latt miles. In the printed report of the board of transportation for 1888, page 414, the amount remized from the land grant of the B. & M. railway in Nebraska, above expenses and taxes, is given as \$7,368,589,78, and the amount at present unpaid on outstanding contracts is \$1,183,622,93, with 76,121,25 acres still unsold. Letting the acres unsold be an offset agrainst the expenses of selling them and of collecting the \$1,182,622,23 still outstanding, we will take \$8,452,203.51 as a low estimate of the value of the land grants of the United States and the state of Nebraska. he United States and the state of Nebraska. It is my belief that in this total the proceeds of the 50,000 acres received with the Omaha & Southwestern railway is not figured, but being unable to ascertain as to this, I give the railroad company the benefit of the doubt. Dividing this 88,452,203.01, accruing to the stockhorders from the land grant, by the 1,411.77 miles of read, we see that for the road in Nebraska, built prior to 1886, the stockholders must have received the sum of 8,900 per mile from the land grant. The exact amount of bonded indebtedness per exact arrount of bonded indebtedness per mile for the portion of the road in Nebraska outstanding just prior to 1886, I have not de-termined, as this matter is merely collateral to the figures I will give below. I will state, however, that on December 31, 1878, the bonded indebtedness of the B. & M. in Nebraska amounted to \$10,003,300, with 415 milesof ward or \$26,245,00 of bonds per mile. miles of road, or \$26,345.00 of bonds per mile, and that in 1880, by the consolidation of the B. & M. with the Chicago, Burlington & Quincy railway, the Chicago, Burlington & Quincy required \$32 miles of road upon which assumed a bonded indebtedness of \$18,701, 200.00, or \$22,477.00 bonds per mile. My belief is that for the road built prior to 1886 the \$5,-200.00 per mile from the land grant added to the bonded included bettedness per mile would pay in toto for the construction and equipment of the whole road—not even taking into consideration the municipal and county bonds do nated to the company. But is order to clinch the argument, let us take present statements and see if we are not justified in the concluion to which all of the above tends—namely, but the B. & M. in Nebrasica has been built from the proceeds of the land grant and first mortgage bonds, and the dividends over bond interest, arising from the earnings of the road are almost whelly paid upon watered stock and stock representing the value of the land grant. The total amount of bonds outland grant. The total amount of bonds out-standing on that part of the Chicago, Bur-lington & Quincy railway in Nebraska is \$10,515,830.82 (written report Chicago, Bur-lington & Quincy to board of transportation for year ending June 30, 1888). The interest pand on the bonds amounted to \$2,064,729.58,

or 1888 is 2,120 miles.
The funded indostedness per mile is therefore \$19,111.24; dividing \$8,452,303.01 land

or 5.00 per cent per annum. The length of coad in this state given in the above report

nicipal and county bonds as a bonus upon these figures. I do not believe that the stockholders have this margin invested for having shown that since 1886 the new road has been built and equipped from first mortrage bonds, the land grant should be apportioned not on 2120 miles at the rate of portioned, not on 2,120 miles at the rate of \$3,559.70, but on 1,411 miles at the rate of 55,900 per mile-which diminishes still mor the probability that the stockholders paid in this margin of \$1,949.05 per mile. But as-suming, "for the sake of argument," that this is the margin per mile (\$1,949.06), I will now take one of the best years of the B. & M. in Nebraska, and see what per cent of their actual investment the stockholders made:

Substracting, we have not earnings for Nebraska \$4.133.414 15 Miles operated in Nebraska exclusive of sidings (same report, page 23, note).

A verage net earnings per miles per cent net on \$8,750 per miles.

\$2.314 20

The interest on \$19,111.24 of bonds per mile, 5.09 per cent interest,

per mile, 5.09 per cent in amounts to.....

Per mile, the sum of \$1.34144 permile, or \$8.8 per cent in one year on the actual investment of stockhelders.

I think, therefore, that I have demonstrated the unfairness of the argument of Mr. Holdrege and the state board of transporta-tion in regard to earnings of the road, and the interest they pay on what they term actual cost. I have shown that the net per cent of the earnings which they have given are not the measure of the profits that these earnings bring to the stockholders. We will not claim that our rates should be so

reduced as to allow the stockholders to earn only 8 or 10 per cent on the margin invested, but a consideration of the figures we have given above will convince us that the state can allow stockholders to earn a large rate of interest not only on whatever cash margir they have invested, but on the value of the land grant as well and still make a very large reduction in local rates. And the time is past when the people will defer to an argument as to net earnings which takes no account of the preportion of bonded indebtedness to total cost and the relation of interest paid on bonds to earnings made on the proceeds of those

I would go further into this question did space permit. One word as to the political situation. Our board of transportation, elected by the republican party, have rendered it imperative upon that party to declare itself upon the railway question, not in words, as heretofore, but in candidates. The division of citizens into those opposed to rail-road domination la politics and those in favor of it, which has been made at every political gathering in this state for two years, cannot bekept out of the coming state convention. CHARLES G. DAWES.

The Sacred Heart academy for day pupils, situated on St. Mary's avenue and 27th st., is an institution devoted to the moral and intellectual education of young girls. The course includes every-thing from an elementary department to a finished claissical education. Besides the ordinary academical course, music, painting, drawing and the languages are taught. French is included in the ordinary course. Difference of religion is no obstacle to the receiving of pupils, provided they conform to the general regulations of the school. The scholastic term commences the first Tuesday in September. Classes begin at 9 a. m.

Mrs. Yerger (to colored servant)-Do you know when Colonel Yerger came home last night! Sam-I dunno, mum, but when I tuck his boots at seben o'clock doy was warm.

and pupils are dismissed at 3:30 p. m.

A Notable Report.

"For disordered mensturation, anarmia and sterility, it may properly be termed a Extract from Dr. W. P. Mason's report on the waters of Excelsior Springs Missouri.

The feather fans are as popular as ever, but among the newest are shade range ones with small natural flowers, or dress of pearls suttered over, one being in shaded mauve, who small purple heartscase straying

The Movement to Erect a Methodist Hospital Fairly Under Way.

TRINITY'S SWEET CHOIR SINGERS.

Having shown that the new lines in this state in 1836 and thereafter have been built from the proceeds of first mortgage bonds, let What the Catholic Orphange Will be-Another Pastor Called to Omaha-Church Notices.

> The members of the Methodist churches of this city entertained two notable cierical visitors during the week. The first of these was Rev. A. J. Kynett, D. D., L.L. D., who arrived in the city on the 12th. Last Sunday morning he preached an admirable sermon in the First Methodist church.

> Dr. Kynett is one of the high officials in the Methodist church in the United States, having been secretary of the church extension society for nearly twenty-five years. The doctor is a member of the Upper Iowa conference, with his official residence in Philadelphia. On two occasions he has received a highly complimentary vote for the bishopric.

> The doctor was enroute to Colorado, Wyoming and Utah, where he will labor in the field of church extension. Upon an urgent invitation extended to him by Dr. P. S. Merrill of the First church and others, he stopped here to speak at the First memorial service and at the meeting to inaugurate the work of erecting a church hespital held at the First church Tuesday night.

hurch Tuesday night. The other distinguished Methodist divine that was entertained in Omaha this week was that was entertained in Omaha this week was Rev. E. K. Young, D.D., who spent Tuesday and Wednesday in the city, taking part with Dr. Kynott in the hospital meeting and becoming his traveling companion from here into the west. Dr. Young is paster of Grace Methedist Episcopal church in Philadelphia, and is one of the most eminent divines in the cast. He is now enjoying a vacation tour and intends to make a tour of Alaska before his return to the City of Brotherly Love.

These two men have known each other and have been associated together for years. They even associated together in the early church work in Iowa, and have been closely

church work in Iowa, and have been closely related in their church connections in the

It was interesting to note at the hospital meeting held last Tuesday the difference that exists in the personnel of these two old and familiar friends. Dr. Young is small and slender and dark His eyes are keen and piercing, and his lips thin and nervous. Dr. Kynett, on the con-trary, is very large. Dr. Young said the other night that they had grown up together, but that Dr. Kynett had done nearly all o the growing, and this was true. His face is round and jolly, while his kindly eyes are hidden behind gold-rimmed spectacles.

Dr. Kynett is a pleasant speaker. Dr. Young is an orator. The visit of these gentlemen was an advantage to the church here and it is to be hoped that it was a pleasant and agreeable

Trinity Cathedral Choir.

In no city west of Chicago and east of the Rocky mountains is there a larger and as well trained a church choir as the one that enlivens the services at Trinity cathedral in

Dean Gardner is one of these men who would rather hear one of the glad anthems of the Episcopal service sung by an immense choir of fresh young voices than to listen to a quartette wading through some selection which, though possessed of artistic merit, has no inspiration or soul in it. The dean has labored to bring the cathedral choir up to a high standard of excellent and assisted by Mrs. J. W. Cotton, Prof. J

E. Butler and others he has succeeded. The choir proper is surpliced and consists of men and boys. The latter range in age from nine to sixteen years and what they have accomplished is simply wonderful. They sing the most difficult music with case and service after service passes without a

The chair organisation is as follows: The chair organisation is as follows:
Professor J. E. Butler, organist and choirmaster; Charles Rogers, crossbearer; Arthur
Carter. server; soprane—Henry Mills, Charlie Gardner, Benjamin Cotton, Jack Sharp,
Walter Wilkins, D. Gilman, James Slater,
Eugene Beebe, Archie Pratt (solo), John
Rogers, Michael Clarkson, George Meigs,
Archie Coon, Arthur Woodman, Walter Witman, Harold Williams. an Harold Williams.

Alto-Charles Rogers, Dewitt Burgland. Tenor-W. B. Wilkins (solo), Robert Mo-riarty, R. J. Wherry, E. B. Treat. Bass-Jules Lombard (solo), Frank Free-man, Paul Beresford, Will S. McKune, Frank Penny, A. H. Findlay, Edward Stringer, Penny, A. H. I Maurice Duryea.

Maurice Duryea.

The supplementary choir is as follows:
Soprano—Mrs. J. W. Cotton, (solo), Mrs.
J. McEwing, Mrs. George Gould, Mrs. Cook,
Mrs. Whitney, Mrs. Jacobson, Mrs. Parks,
Miss Mabol Eaton, Miss Fannie Eaton, Miss
O'Neill, Miss Sarah Ainscow, Miss Clara Clarkson, Miss Myrtle Coon, Miss Grace Will-

Alto-Mrs. Moeller (solo), Mrs. Copb. Mrs. Freen, Miss Kate Ball, Miss Fannie Pratt. The soloists are all possessed of such ex-cellent voices and musical training as to place them in the very front rank of the vocalists of Omaha. Master Archio Pratt, the boy soprano, has a voice of phenomenal sweetness and range and his solos are listened to with rapt attention.

The Methodist Hospital.

At a meeting held at the First Methodist Episcopal curch last Tuesday evening, steps were taken towards getting the church hospital project fairly under way. There was a fair attendance and much interest was manifested.

Rev. Dr. Kynett and Rev. Dr. Young of Philadelphia were present and each made an address. Dr. Kynett said that at first he was not inclined to think that the church people here would succeed in building a hospital, but after going among the people and noting the enterprise and push he became convinced that he was mistaken in his first impression and that he was then assured that the project would be crowned with success. e project would be crowned with success.

Trustees were elected as follows: Trinity, J. J. McLlain: Seward Street F Trinity, J. J. McLiain; Seward Street F.
F. Cook; First, J. McConnell; Monmouth
Park, —; Newman, L. O. Jones; South
Tenth, David Cole; Danish, Thomas Erickson; Swedish, O. Polander; German, George
Detweiller; South Omaha, E. M. Richardson; Hanscom Park, — Hazard; Second,
Charies Johnson; Colored, Rev. Moore.
The following members at large were upan-

The following members at large were unan imously elected by the meeting:

Bishop Newman, Revs. Roc. Savage, Shank,
Messrs. Rector, Dale, Fowler, C. O. Lobeck,
George Baker, Frank Bryant, Sam Burns, J.
R. Francis, F. A. Johnson, John Thurston,
Guy Barton, Clark Woodman and J. H. Mil-

tee, then took the floor and explained the pian of the working of the hospital and claimed he knew of \$50,000 which would be consecrated

Active work towards securing funds will begin at once. The Catholic Orphanage.

St. James' orphanage and protectory to be erected by the Sisters of Mercy and located on Emanuel street, Benson, will suppy a

long felt want. The highest elogiums are due the benevo lent gentlemen who have generously assisted these zealous ladies in this most charitable work.

The fact that a city of 135,000 had not one institution where God's little ones may find suitable protection from the misery in which they are often cast when left homeless has been always deplored.

Many crime-stained inmates of Nebraska's Many crime-stained inmates of Norraska's reform schools and penitentiary are working out a miscrable existence who might have made worthy, honorable citizens had they re-ceived proper care and training during their early years. Every citizen should be willing to assist in the work of befriending the homeless child, knowing that if contributions are not furnished in this way, as much or more will eventually be assessed for their

maintenance in reformatories.

The new orphanage is to be situated on a beautiful ten-acre plat which is to be entirely for the use of the inmates, and the children will have ample room for outdoor exercise. The building is to be 245 feet front by 120 feet deep, with sufficient room to accommo-

Chronic Inflammation of the Bladder date 200 children.

The excavation of the cellar was com-Is promptly cured by the waters of Excel-sior Springs, Missouri.

pleted last week and the main building and south wing are to be ready for occupancy before the cold weather sets in.

Another Pastor Called. Another new pastor has been called to Omaha, the members of the Southwest Presbyterian church having extended an invitation to Rev. Frederick Campbell, of the Roxbury church, Boston, to accept the pastorate

of the church. Mr. Campbell was very highly recommended to the church people here by Dr. Herrick Johnson, one of the most emigent di vines at the Hub, one whose recommendation is very highly regarded. In addition to being an excellent preacher

and an energetic pastor, it is said of Mr. Campbell that he is a musician of much

Mr. Campbell is now in the city looking the field over and if he is satisfied he will accept the call. This morning he will preach in the church and the tastess are particularly anxious that he should be greeted by a large congregation.

Dr. Dowie and the Preachers. Dr. Dowie, the faith healer, who has been giving lectures at Dr. Lamar's church for a number of days, mot many of the ministers of the city the first of last week by previous arrangement and about three hours were spent in discussing the efficacy of the faith cure. Dr. Dowie made an address and then announced himself ready to answer and then announced masser ready to answer such questions as the ministers should be disposed to ask. The gentlemen of the cloth were not backward and kept Dr. Dowie basy for nearly three hours. The questions touched upon every assailable point, and although the dector answered them all after a manner, he falled to reake any converts.

failed to make any converts, CHURCH NOTINES.

First Presbyterian church, Seventeenth and Dodge, Rev. Francis J. Collier, D. D., will conduct the services and preach at 10:30 July 20. No evening services.

Second Presbyterian church, Saunders and Nicholas streets. Preaching at 10:30 a. m. and 8 p. m. Sunday school at noon. Young people's meeting at 7 p. m. All are e to all services.

Trinity cathedral, Capitol avenue and Eighteenth street.—Very Rev. C. H. Gard-ner, dean. Holy communion at 8 a m.; morning prayer, litany and sermon at 11 a.m.; evening prayer and sermon at 7:45 p. m. . The dean will preach morning and even-

Southwestern Lutheran church, Twenty southwestern Linderian church, Twenty-sixth street, between Poppleton and Wool-worth avenues. Rev. H. H. Weber, general secretary of the board of church extension of the general synod of the Evangelical Lutheran church, York, Pa., will preach at 11 a. m. Union service at Kountze Memorial Lutheran church at 8 p. m.

Newman M. E. church, Twenty-sixth and St. Mary's avenue. Preaching by the pastor, Rev. Charles W. Savidge. Morning service at 10:30 a. m., subject, "Revivals—When and How." At 4 p. m. the funeral service of Isanc B. Terryll. Evening service 7 p. m., sermen to the ladies and pastor's union. First Universalist Church—Rev. E. H. Chapin of Lincoln, Neb., will preach in Goodrich ball, North Twenty-fourth street, at 10:45 Sunday morning. Sunday school at

St. Mary's Avenue Congregational Church st, Mary's Avenue Congregational Church, corner of Twenth-seventh street—Rev. Willard Scott, paster. The paster will preach in the merning, the last time before his summer vacation. Members will be received and the ordinance of the Lord's Supper administered. Sunday school at noon. Y. P. S. C. E. meeting at 7 o'clock. No evening preaching service. Sabbath morning service will be conducted during August and the Sunday school during August and the Sunday school ducted during August and the Sunday school

First Congregational church, Nineteenth and Davenport streets—Dr. J. T. Duryea pas-tor, residence 2402 Cass street. Sunday morning service at 10:50 a. m. Sunday school immediately following. Y. P. S. C. E. at 6:30 p. m. Prayer and praise meeting Wednesday evening at 7:45. All are welcome.

First M. E. Church, corner Twentieth and Davenport Streets, Rev. P. S. Merrill, pastor Moraing service, 10:30 a.m., subject, "Witness of the Faith, or of the Faithful—Which?" Evening service, 8 p. m., subject, "The Faithless Spies." Sunday school at 2:30 p. m. Y. P. S. C. E. meeting Monday at 8 p. m. All seats free, and everybody invitee. All Saints Church, Twenty-Sixth and How

ard Streets., Rev. Louis Zahner, S., T. D., rector. Services, 7th Sunday after Trinty, July 20, 1890. Holy communion 7:30 a. m. Sunday school, 9:30, a.m. Morning service, 11 a. m. Choral evesong, 7 p. m. At the 11 o'clock service Towes Anthem The Right Hand of the Lord Rheinbergerger, At the 7 o'crock service Magnificat and Nune Dimittis in C, Barnby Anthem The Pillows of the Earth, Tours, The Rev. T. J. Mackey, rector of St. Paul's church, Council Bluffs, will preach at the 11 o'clock service. Free sittings for strangers All are cordially welcome.

Kountze Memorial Lutheran church, regu lar church service at 10:30 a. m., and 8 p. m. lar church service at 10 :30 a. m., and 8 p. m.
Sunday school at 12 o'clock, noon. Young
people's prayer meeting at 7 p. m. Rev. Dr.
Clutz of Midland college will occupy the pulpit in the morning. Rev. H. H. Weber of
Baltimore, Md., secretary of the board of
home missions, is in the city and has kindly
consented to address the Lutherans of Omaha
on Sunday evening at 8 o'clock, and the Luthoran chyrches of the city will close and their eran churches of the city will close, and their respective congregations will assemble at Kountze Memorial church for that purpose

Everybody welcome. Young Men's Christian association, build-Free reading room open drily from 8 a. m. to 10 p. m. except Sundays. Sunday from 2 to 6 p. m. A cordial invitation to all, especially strangers and traveling men, to visit the building at any time. Sanday 4 p. m. a meet-ing for men only, addressed by A. Nash, state secretary of Young Men's Christian as-sociation of Nebraska. Subject, "Some Things the Young Men of Today Should Know," Music by quartette from Euterpean club.

RELIGIOUS.

Pittsburg, Pa., is agitating for a Deaconess ome, and Buffalo has opened one, After sixteen years' labor by Dr. Hepburn and six other scholars, Japan has now a com-plete translation of the whole bible.

The pope's guards at the vatican are to be reduced for purposes for economy. There are about 15 who are of no use whatever. A Jewis synagogue to be creeted in Balti more will be the only specimen of pure By-zantine architecture in the United States.

fact of a profession of religion on the part of no less then 95 per cent of the whole popula-A hyge tower, eleven stories high, is to b erected at South Kingston, R. I., and dedi-cated to the advent of modern spiritualism by Joseph P. Hazard, a wealthy spiritualist of

The last census in New Zealand reveals the

According to a recent ulcase of the ezar no person who is not of the Christian faith will be allowed to serve on a jury unless by the

special approval of the minister of the inter-for and the minister of justice. The archbishop of Canterbury's clergy discipline bill will deprive a clergyman of ecclesiastical preferment on conviction of treason, felony, or any misdemeanor involv-ing penal servitude, or for bastardy or adul-

In the City of Mexico there are published three Protestant religious papers in the Span-ish language. El Paro is the organ of the Presbyterian missions, El Testigo of the Con-gregational and El Evingelisto of the M. E.

Church South. Lord William Cecil, the second son of the Lord William Cecil, the second son of the marquis of Salis bury, is a parisciercy man, very popular among all classes. He is to be appointed honorary chaptain to the queen on the next vacance, and will preach in the private chapted at Windsor when her majest again takes up her residence there.

The Salvation army in Paris has been reinforced by a Salvation bavy. A church boat floats on the river Seine, near the Pont de la Concorde. "The floating temple." as the

Concorde, "The floating temple," as the Parisians call it, has been named the "Herald of Mercy." In the hall amidships there is accommodation for 200 per-

A Presbyterian church in Philadelphia, which has maintained the largest Sunday school for Chinese in the city, has decided to give up teaching these people because, it is said, stories about leprosy in the Chinese quarters have made the young lady teachers shy about coming in confact with the ers shy about coming in contact with the

Any Trimmed Hat \$5

In our immense stock this week, \$5. Among them are many Trimmed Hats that cost us as high as \$25 each. Every Trimmed Hat offered at \$5 is worth from \$15 upward.

\$3 Buys Any of Our Hats

That were \$12 or less down to \$6. They are all new, this season's styles, and are better bargains than were ever offered.



S1.50 Ten



Buys any hat that we have been selling for \$6 or less, and we have some very nice ones that will surprise you.

CLEARING SALE THIS WEEK.

MRS. R. H. DAVIES, Opposite the Post Office, III South 15th Street, Omaha

HONEY FOR THE LADIES.

The last whim of fashion is reddish-gold hair, frizzed tightly and then pulled into a tangled mass all over the head. This frizzled treatment of coils and rolls means a destruction to the hair that only young heads can

Miss Harriet Blaine, the youngest of the three daughters of Secretary Blaine, is much the prettiest, if not the eleverest of the family. She is still a student but aspires to be her father's private secretary, counselor and confidential friend, as her mother has always

The dressmakers are trying to make the day gowns not only touch but trail on the ground an inch or two, but at present women are averse to it as opposed to cleanliness and durability, the fashion will, however, be in full force for the smart race and fete gowns Miss Juliet Corson, the well known "pro-fessor of domestic science," continues to teach her classes regularly though she is so confirmed as invalid that her letters are read by her secretary from dictation, while she directs and illustrates her methods of cookery scated in an invalid chair.

Miss Jessie Carson of Minnesota has in-creased the number of available occupations for women by becoming a stage driver. She makes three trips a week, in all weather and through all seasons, between Osage and Park Rapids. In winter the mercury sometimes falls to 10° below zero and in summer it frisks among the 90s, but Miss Carson never misses a trip.

Here is a novel way to scent a toilet. Fill Here is a novel way to scent a toilet. Fill a tiny pill bettle with ottar of rose or triple extract of jasamine and let it evaporate uncorked. If in the crush of the promenade or the flourish of the dance the vial capsizes the delicious essence will percolate through the toilet and perfume it everlastingly. With ottar of almond and rose, crange and filly resulting at 10 cents a dron, this is by no means tailing at 10 cents a drop, this is by no means an inexpensive fancy.

Though Miss Bessie Ross of Chicago, has been pronounced a very pretty girl by the quidnunes of Paris and London, her face is by no means her only fortune, as she inherita through her mother, the vast estate of her grandfather, the late Tuthill King of Chicago, and since Miss McCormick became Mrs. Emmons Blaine, has the good or ill luck to be the righest, single warms in that six of be the richest single woman in that city of

The empress of Germany has military tastes as well as her husband. At the late grand review on Templehofilid she was in the saddle for two hours, riding superbly and leading her own regiment of cuirassiers past the emperor. Her uniform as colonel was a habit of white cloth, embroidered on shoulders and collar with the red and silver colors of the regiment, and a three-cornered white felt hat with many ostrich feathers, in which she looked remarkably pretty.

Should you see a tiny silver brazier in my lady's boudoir, like a bonbonniere, filled with burning incense, from which pearly clouds of smoke are slowly rising through her long bair as she spreads it out, do not think she is performing some pagan rite. She has probably just bathed her face in buttermilk and washed her hair in bay rum and borax, and is now only drying and perfuming it in that mystic way. The faint scent thus dried in will last a week, and may be obtained from burning joss sticks in like manner at a less

BORN.

To Mr. and Mrs. William Loudon, 600 South Twenty-eighth street, July 19, 1890, a

THE BEE supplement, containing the Bea-trice prohibition debate, can be had of all ewsdealers throughout this city and state. Five cents a copy.

California Excursions . Pullman tourist sleeping car excursions to California and Pacific coast

points leave Chicago every Thursday, Kansas City every Friday via the Santa Fe route. Ticket rate from Chicago \$47.50, from Sloux City, Omaha, Lincon or Kansas City \$35, sleeping car rate from Chicago \$4 per double berth, from Kansas City \$3 per double Everything furnished except berth. meals. These excursions are personally conducted by experienced excursion managers who accompany parties to lestination. For excursion folder containing full particulars and map folder and time table of the Santa Fe route and reserving of sleeping car berths, address S. M. Osgood, general agent, E. L. Palmer, traveling agent, A. T. & S. F. railroad, 1308 Farnam street, Omaha, Nebraska.

The only wonder is that the orchestra cornetist does not die of delerium tremens. There is so much toot about his profession.

St. Clara's Academy. Sinsinawa Mound, Grant Co., Wis,

This spacious and elegantly furnished acad-my affords young ladies every facility for a horough and accomplished education. The clevated situation of the academy, toether with an excellent system of water works and sewerage, lasure perfect healthful-The school year begins September 1st. Tele-shonic connections with Dubuque, lowa and laio Hilmois. For terms and other particulars address.

Mother Superior.

A Talking Parrot for \$7 I RECEIVED A NEW LOT OF VERY FINE YOUNG PAR-

Which I am going to sell the next week at \$7 Each. With a Guarantee to Talk

It is rare chance to get a talking parrot for an extraordinary cheap price. Do not miss your chance.

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feet flow Treatise sont free and scaled in Price Media.

Addres LECLINGER INSTITUTE, 146 & 145 William St., N. K.

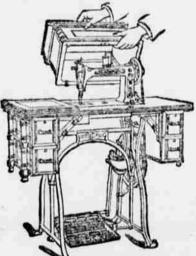
417 S. 15th Wt., Omaha.

THE FIGURE "9."

The figure 9 in our dates will make a long stay, No man or woman now living will ever date a document without using the figure 9. It siands In the third place in 1890, where it will remain ten years and then move up to second place in 1900, where it will rest for one hundred years.

There is another "9" which has also come to stay It is unlike the figure 9 in our dates in the respecthat it has already moved up to first place, where it will permanently remain. It is called the "No 9" High Arm Wheeler & Wilson Sewing Machine The "No. 9" was endorsed for first place by the experts of Europe at the Paris Exposition of 1850, where, after a severecontest with the leading machines of the world, it was awarded the only Grand Prize given to family sewing machines, all others on exhibit having received lower awards of gold medais, etc. The French Government also recognized its superiority by the decoration of Mr. Nathaniel Wheeler, President of the company, with the Cross of the Legion of Honor.

The "No. 9" is not an old machine improved upon, but is an entirely new machine, and the Grand Prize at Paris was awarded it as the grandestadvance in sewing machine mechanism of the age. Those who buy it can rest assured, there fore, of having the very latest and burt.



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Prescott sliding Door Hangers.

Washburn & Moen Mnfg. Co's Wire Rope.

Yale & Towne Mnfg. Co.'s Fine Locks.

THE GREAT DIVIDE'S PRIZE OFFERS FOR

POEMS ON ROCKY MOUNTAIN SCENERY. (Any one may compete.)

SCENERY. (Any one may compete.)

IST PRIZE.—A Railrond Ticket, goed over the entire line of the benver and Rio Grande Railrondfor one Whole year. The holder of the same may rila every day in the year [88] with it, whenever and wherever he pleases, without any expense whatever for railread fare.

2D PRIZE.—A Ticket, good for six months over the line of the Denver and Hio Grande Railroad. The holder of the same may select any season of the year, but must select six consecutive months, and may ride as often as be pleases, going and coming whenever and wherever he may whis, during any selectations cutties as months of the year [89].

AD PRIZE.—Eth Head, with Large Anthers boxed ready for shipment, if so desired). The value is \$50.00; and should winner prefer, \$50.00 in cash will be putd instead on demant.

ATH PRIZE.—A colored Photograph of the Garden of the Gods, hands one'ly faunce, finished in the best possible manner. Size, 43 faches long, 23 inches high. Photographed by W. H. Jackson. Acting commercial value, \$38.00.

3TH PRIZE.—One Thousand Mile Journey through

time, \$3.00.

TH PRIZE: -One Thousand Mile Journey through
a Ro-kies - Around the Circle Ticket, value \$250),
his ticket will be good any time between June 1st,
of Chebral 181 1821 rais these wine good any time between sune sa, and October 1st, 1891.

6711 PRIZE—A Colored Photograph (size 25xi) 1800 to 17 Fre Mountain of the Holy Cross by W. H. Jackson; handsomely framed. Actual commercial value, \$23.00. H dus-level, party may select any other subject of Rocky Mountain scenery of same value.

value.

TH, STH, STH AND IOTH PRIZES will be Photographs, by W. H. Jackson, handsomely framed and finished. Size, 25x0 inches. Actual commercial value, 80,00 each. The winner of any of these prizes may select any subject of Rocky Mountain scenery. SUBJECTS ON WHICH POEMS MAY BE WRITTEN. orado Utah Palmer Lake. Man Garden of the Gods. Royal Gorge. Pike's Peak. Sierra Blanca. Toltee Gorgo. Veta Pass. Great Salt Lake. Ouray.

Castle Gate. Hinck Creedle. Mt. Holy Cress. Binck Canon. Curricanti Needle.
The Canon of the Grand River. Marshall Pass. Animas Canon (The River of Lost Souls).
Mt Abram's Toil Road. Wagon Whee

Wagon Wheel Gap CONDITIONS.

CONDITIONS.

The writer is at liberty to choose his own title, but the Poem must be on one of the above subjects. Any person may compete for any or all prizes offered. Each author will receive due credit on publication.

Persons not familiar with subjects on which Poems are desired will be turnished with illustrated descriptive matter by small, postpated, apon isoselpt of K cents, anywhere in the United States or Canada.

Priz s will not be changed in any case for any one. It is distinctly agreed and understood that any Poem submitted is the property of Tur Girlar Divior Publishing Co., whether the same wins a prize or not.

No Poems can connecte having any kind of adverprize or not.

No Paems can compete having any kind of adver-tisement of any railroad, but any other theme is allowed. allowed.

Poems may be sent at once, and any time until becember 10th, 1846, and creditable ones will be published each month, beginning in the September 1886 of The Gulfar New 1886, and creditable ones will be published each month, beginning in the September 1888 of The Gulfar New 1888, and the September 1888 of The Gulfar New 1888, and 1888 of the September 1888 of the

SAMPLE COPY of THE GREAT DIVIDE 10 cents; yearly subscription, \$1.00.

3-JUDGES-3 To decide which Poems are the best will be selected from the Colorado Press, immediately after Decem-ber 10, 1890, and Prize Poem Winners will be pub-lished in the January number of True Grigar Divids and Denver Papers. Prizes paid in January, 1891.

NOTES. He sure and write your name on each Poem you send, giving your full address on each Poem or letter. All letters for this contest must be plainly addressed: PRIZE POEM DEPARTMENT,

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