## CHAS. SHIVERICK & CO

We received yesterday a carload of Chairs and Rockers which were purchased expressly for the Holiday Trade and should have arrived some ten days ago --- in consequence, this announcement. These goods are suitable for Parlor, Hall or Library; are of the very best make and finish, also of the newest patterns and designs. They will be sold at very low prices in order to close them out at cnce. As a gift to be appreciated, nothing more lasting can be found, and certainly nothing more useful. Appropriate alike to both ladies or gentlemen.

In our Drapery and Upholstery Departments we have many novelties suitable for Christmas Gifts, and the public is invited to inspect our new sales rooms on the second floor, which contain a large assortment of very desirable pieces marked in the verp lowest prices consistent with good workmanship.

Our store will be open every evening until Christmas, and the building being thoroughly lighted by electricity, gives a pleasing effect to the surroundings. We extend an invitation to all to visit us any evening this week to see the many pretty things we have for sale.

As previously announced we have come into possession of a thousand Children's Books which we are unable to use for the purpose intended, and will give them away to our customers. They are good books, worth from 50c to \$1.50 each.

Our facilities for furnishing houses throughout and making fine goods to order were never more complete and no one should think of going east to purchase goods.

## CHAS.SHIVERICK&CO

FURNITURE, CARPETS, DRAPERIES.

1206, 1208 and 1210 Farnam St., Omaha.

## A TREASURER IN TROUBLE.

The Trustees of Weslayan University Have a Bout With Imhoff.

A LIVELY CHASE AFTER CORN THIEVES.

Two Robbers Free Themselves with Drawn Revolvers-More Wildeat Insurance Companies-Other News About Lincoln.

LINCOLN, Neb., Dec. 20 .- | Special to THE BRE.]-The twenty-one members of the board of trustees of Wesleyan university, seven of whom are from each conference in the state, met in regular session at the university Thursday evening and an adjourn ment was not taken until between 1 and 2 o'clock yesterday morning. The board was again called to order at 8 cloock and the morning spent in discussing the affairs of the institution. The sessions were decidedlyy stormy, and there was a very general shaking up of the accounts of the treasurer, J. J.

Mr. Imhoff has been treasurer of the board for several years and his resignation has been before that body for some months. As a matter of fact, C. C. White was elected to succeed him at the June meeting, but has not taken charge because the accounts have not been settled with the auditing committee.

Many friends of the institution have de sired a change in the office of treasurer to many months, but the report was tardy in being made, which was the cause of much bickering, and the exhibition of a great deal of bitterness at the late meeting of the board There were many angry discussions, and it is said the good brothers paced the halls, and hurled anathemas at one another for several hours. Charges were freely made that there has been much juggling of the funds, and that the treasurer had refused to pay war rants drawn on certain funds on the ground that there was no money on hand, when the treasurer's own report showed several thou sand dollars to the credit of the institution

When these charges were made Mr. Im' hoff rose in his seat and vehemently de nounced them as false, and a scene of great confusion ensued. The statement was made that Mr. Imhoff had agreed to make a complete report at this meeting, when his resignation was to have taken effect; and th board not getting it, ordered a complete overhauling of the books from the beginning and will here experts for the purpose. Al-though these charges of juggling with the funds have been repeated time and again, there seems to be no proof of any direct loss

f property. It is an open secret that Chancellor Creigh ton and Treasurer Imhoff have been at log-gerheads for some time, and the latter has in-timated to the former that his resignation should be handed in. The charge has also been made by Mr. Imhoff that the proceeds of the sale of lots set aside for the endowment fund, about \$27,000, has been misappropriated, and the money spent on the building. This Chancellor Creighton vigorously denies, and brings forward evidence that the money so used was from the proceeds of lots set aside as a salvage fund. The building as configurally planned, was to cost \$20,000, but as originally planned was to cost \$60,000, but as usual in such cases the cost ran up to son The end of the fight is not yet. and the report of the examining com be ready in about three weeks will bring up the atorm again. A LIVELY CHASE.

For some time the farmers of Vankee Hill precinct, which lies directly south and west of the city, have been bothered with corn thieves, and a posse or vigilance committee has been organized to run the fellows to earth. Last night the thieves stole a load of core from William Randall, some three or four miles from the asylum. The theft was discovered in a few hours after it was ac-

natsly had no arms with them, but they velled to the feitows to surrender. The men in charge of the team were both strangers, but they were speedily captured despite their One of the posse immediately started for a telephone, and informed the po-lice that they had the fellows under arrest lice that they had the fellows under arrest. It was outside the police jurisdiction, however, and an appeal had to be made to the sheriff. In the meantime, the fellows managed to effect their escape, by taking to the woods which skirt the creek. They did not stop to take the team and grain with them, and one of the chaps even threw off his overcoat to facilitate his escape.

The anger of the posse can be better tracined than described, and in half an hour imagined than described, and in half an hour there were fifteen men on the warpath, all armed with shotguns, and although at this

writing nothing has been heard from them, is pretty certain they will be captured. The farmers were pretty angry, and evidently felt like stringing up the fellows if they caught'em. The team and grain were taken n charge and put under guard. THE WORK OF RELIEP. At the state relief headquarters in this city

he distribution of goods to western settler s being pushed with all possible vigor by e committee under the special direction o Governor Thayer. At first there was some difficulty in getting county clerks and county commissioners to understand that there mus be system in this work, and that only those actually in need should receive aid. and is yet difficult for the county clerks and the justices in these western counties to discriminate between the pretended and the real sufferer. The experience of the last ten days, however, has taught many lessons that will be valuable in on a relief committee in his county seat, and procure these supplies by misrepresenting his condition and thereby fraudulently obtain and appropriate to himself the contribution that was intended for one who is actually in distress, deserves a severe rebuke. Only a few instances are reported so far from distributing agents where this deception has o curred, and the people of the state who give can rely on the various departments of the relief work to guard against impostors and protect the worthy and distressed. The distribution so far has extended to seventeen counties. One hundred and eight

carloads have already been sent and much of this has been distributed. These supplies consist of coal, provisions and clothing. Of these 108 carloads already sent fifty wer coal and the rest provisions and clothing This clothing consists of all manner of wearing apparel, such as second hand overcoats nen's and boys' suits, underwear for mer women and children, stockings caps and mit-tens. These articles are gathered by the various local committees in the cities and towns, packed in boxes and shipped direct to the county cierks of the western counties, who act as the distributing agents for the who act as the distributing agents for the counties. Besides clothing there are staple articles of food, such as flour, meal, ham, bacon, rice, beans and other substantials of diet. Then there are boxes of bed quilts and blankets and many little articles of comfort that only women know how to gather up among families who have such things to spare Fifty-eight car loads of these goods have a ready been billed to the different points and many car leads more will be gathered and

ent before the winter is over. In all this work of relief the railroads have borne the largest share of the expense. I would be absolutely impossible for this wor to proceed if the freight were charged up o Il these shipments. The committee has n coney to pay freight, and the people to whom all these shipments. hese goods are sent have no money to pay freight. In the matter of coal, it is well known that after it has been shipped six or seven hundred miles the freight bill is the higgest part of its cost. One thousand tons of coal have been sent freight free, so far, and not one-tenth has yet been sent that is required to warm those families who have fuel, except buffalo chips, and no money

Many plans are being discussed by busi-ness men and farmers all over the state for the more substantial assistance needed by the more substantial assistance needed by these western farmers next spring. It is es-timated that there are twelve or thirteen counties in each of which there are 800 farm-ers who will not be able to put in next year's

money shall be appropriated is now a topic timony. on which every man has a suggestion. Gov-ernor Thayer will make a report of all this relief work to the coming session of the leg-

The police are looking for two toughs known as Grant Hubble and Mike MeMenamy. It is said that last night these two fel-lows were at an oyster supper among other guests at a farm house six miles north of this city and near the poor farm. Suddenly the fellows left, and later J. A. Roberts, one of the guests, discovered that his laprobe and whip had simultaneously disappeared. Roberts erts learned that the thieves had gone to a dance in the Irish settlement, six miles above, and accompanied by a friend he started in pursuit. He found the fellows there and also discovered the laprobe on one of their horses. He thereupon went inside, and seizing the thieves dragged them outside and at-tempted to bring them to Lincoln to turn them over to the police. Both Hubble and McMenamy drew their revolvers and threat-ened Roberts with instant death if he persisted. He was therefore forced to let them go. He came on to Lincoln, awoke Justice Foxworthy and caused the issuance of awar-Meanwhile the toughs also came town, and gathering together their effects they fled to unknown parts. Hubble roomed on Ninth street, over Kerry's billiard hall, and McMenamy lived at Seventeenth and P

DUPED BY INSURANCE PRAUDS. James K. Lane, who owns a flouring mil at Pleasant Hill, has gone to the expense of insuring his mill in four different companies and yet an inquiry sent to the auditor's office develops the fact that none of those four com-panies are authorized to do business in this state, and in case Mr. Lane's mill burns down he will probably not be able to collect cent of insurance. The wildcat companies with which Mr. Lane has insured are the Milwaukee Mutual fire insurance company, the Mutual Guarantee fire insurance com-pany of Clinton, Ia., the Northern Mutual fire insurance company of Sioux City and the Anchor fire insurance company of Crestor Ia. Inquiries at Mr. Allen's office today de veloped the fact the following panies were not authorized to do business in Nobraska: The Home protection company of Chicago, the Mutual accident association of the northwest and the Preferred Mutual accident company of New York.

WANTS AN ACCOUNTING. J. H. McMurtry, who is probably the defendant in more suits in the district court than any other man in Lincoln, appears in his usual role again. This time James A. Bartley has filed an order to compel Mo-Murtry to make an accounting of the prop-erty belonging to the defunct Lincoln in-surance company, of which McMurtry was appointed receiver.

BOARD OF REGESTS. At the meeting of the board of regents of the state university yesterday the university and library committee submitted a report which was adopted recommending that there be established sub-stations in various por-tions of the state under the direction of the botanist of the agricultural experiment station, the object of which sub-stations shall be to determine what varities of fruits and trees can be profitably cultivated in dif-ferent parts of Nebraska, provided that there shall be no expense to the station for salaries, tools, grounds or appliances. The person in immediate charge of the sub-station shall make an annual report which shall be presented to the state horti-cultural society and may be published by the central station. Upon recommendation of the committee

tory and Mr. T. E. Chappell as instructor in mathematics in the Latin school were apon course of study it was ordered that courses of instruction in astronomy and the mechanic arts be established as soon as possible. A RAILROAD CASE PALLS THROUGH.

course of study the appointments of Mr. A.

F. Woods as assistant in the botanical labora

The old case of the board of transportation rallway company in which it was alleged that there was discrimination in rates in favor of Fremont and Omaha and against Lincoln,

THREE YEARS STAY OF FORECLOSURE. Among the measures favored in the late alliance convention, but not yet reported, is one which relates to the stay of foreclosure of mortgages. According to the present provisions of the statutes the mortgager of property can now go into court and secure a stay of nine months after decree of foreclos ure has been granted. The alliance proposes to change this by making the stay effective for three years, or just four times the length of the present period.

AT THE STATE HOUSE. Ben R. Cowdery, secretary of state, will pass the few remaining days of his official career at Hot Springs, Ark.

The suit of the Omaha Fair and Exposition association and a number of insurance com-

panies against the Missouri Pacific railway company for \$17,554.20 damages caused b the fire on the fair grounds October 28, 1887 was appealed to the supreme court today The plaintiffs allege that the fire was caused by a spark from a locomotive on the Missouri Pacific line.

ODDS AND ENDS. At the meeting of the Lincoln Humane so ciety Rev. E. H. Chapin was elected president, E. M. Parker vice president, Dr. G. H. Simmons secretary and Dr. M. H. Carter treasurer. The society will ask the legislature for more power to act in bringing cul-prits to justice who are guilty of cruelty to

Detective Malone's services were requested last evening by an elderly lady who has been living in room 36, Appleget's block. She has a daughter who has been employed as a waiter in the Bond hotel. The family appears to have been in hard luck, and the co pears to have been in partituck, and the com-missioners furnished them with tickets for all three to Chicago. The landlord of the Bond, W. T. Sawyer, did not want the girl to go, and his request appears to have had more weight with her than the parents' com-Hence it was that the police were

J. H. Hooper complains to the police that be was attacked on T street near Twenty-seventh last night by four fellows who at-tempted to do him up. He managed to let forth several hearty yells, which induced the men to take to their heels. Hooper is a stu-

The Key-Note of Christmas.

When you kneel in the green-trimmed church and say over, quite quietly, the little prayers which you love, just think, a minute or two afterwards, how you can make somebody else happy on Christmas day, and I assure you that you will gain in this way more absolute joy than has come from the Christmas presents sent to you, says a writer in the Ladies' Home Journal. The key-note of Christ-mas day is the doing for somebody else. The Christmas child came into the world, not to be happy, but to make hap; piness for others; to make the pathway of life smooth, and to show how forgiving, even unto death, one should be. make that your Christmas. Make it the day when enmity and grudges are for-gotten, when the friendly grasp is given where it has been withheld for a year, and where everything is blotted out from your life except a blessed peace and an entire good-will to all the world.

Women in Wall Street. The widow of E. A. Pollard, the historian of the southern confederacy, has opened in Wall street a broker's office for the accommodation of women who deal in stocks, says the Indianapolis News. It is a curious fact that no woman who has opened a stock speculator's office has as yet been permanently successful. Some, like Hetty Green, have been shrewd outside buyers and made money, but so far as I know those who have opened regular offices for stock transactions have one and all lost money and quit the business. Perhaps this is, after all, a compliment to women in one way.

The Great Explorer's Letter from This City Twenty-Three Years Ago.

NTERESTING REMINISCENCES REVIVED.

History of the Territory of Nebraska and the Building of the Union Pacific Railway-The Village Omaha.

Henry M. Stanley's pen picture of Nebraska and Omaha in 1867, presented herewith, forms a decidedly interesting reminiscence

in view of the coming visit of Stanley to Omaha, the scene of several thrilling incidents in his early career. The letter was written from Omaha February 4, 1867, and was published in the New York Herald, February 21. The twentythree years that have elapsed have wrought great changes and the unknown newspaper correspondent from a territorial village in

1867 returns in 1890 the most famous living

traveler and explorer to the most prosperous

state and the most progressive and rapidly developing city in the union. Much has been written and said of Staney's career in Omaha and of his work as correspondent for the New York Herald. THE Bgs presents herewith the letter of Stanley taken from the files of the New York Herald

of February 21, 1867: NEBRASKA.

OUR OMARA CITY CORRESPONDENCE—HISTORY OF THE TERRITORY-UNION PACIFIC RAIL-BOAD-CHICAGO & NORTHWESTERN RAILROAD

-NEBRASKA PAST AND PRESENT.

OMAHA, Feb. 4, 1867.—The prominent of this territory now asking admission into the sisterhood of states will warrant a short review of its history. Nebraska was originally part of the French province of Louisiana, ceded by France to the United States in 1803. It was soon after separated from the present state of Louisiana and to from the present state of Louisiana, and, to-gether with the vast region now composing half a dozen states and territories, called the Indian Territory. As early as 1803 trading posts were established along the banks of the Missouri by French traders; but until about 1852 Nebraska had no other settlers than the numerous bands of Indians who made it their hunting grounds. Nebraska then was er-reneously set down on the map as the great American desert, unfit for agriculture. On May 4, 1854, Nebraska was organized into a territory by congress, and in the fall of the same year the first legislature convened at Omaha, its present capital. To show the progress of the territory the following figures will suffice: Population in 1835, 4,565; 1860, 28,063; 1865, about forty-five thousand. The election returns of last fall show a present, tion of at least seventy thousand at present. These figures exhibit an extraordinary inelection returns of last fall show a populacrease in the past two years. This will be easily explained by the marvelous progress in construction of the Union Pacific railroad, of which I shall speak hereafter. The population is mostly settled in the tier counties, fronting the Missouri river, and in the far-famed valley of the Platte. Other parts of

the territory are also filling up rapidly.

It is in the valley of the Platte, now traversed by the Union Pacific railroad, that the vast agricultural resources become appar cereals, but especially do these prairie lands afford fine pasture for cattle. Sheep raising is now carried on extensively and as advantageously as on the plains of Saxony. To this valley thrifty immigrants from the eastern states and Europe are flocking to take advantage of the cheap lands and remunerative labor this country affords. Although farming is yet in its infancy, thousands of bushels of wheat were last fall shipped to St Louis and Chicago, where Nebraska wheat sold at the highest market prices. The millions of prising to an elevation of eighty to one hunbushels of corn consumed by the army on the dred feet above this plateau, and about one ary 5, 1891.

people are alive to the importance of taking their stand as a state of the union.

This will give them the large land grants for school purposes and enable them to put the education of their children on a sound basis The annual session of the legislature commenced January 10. The message of Acting-Governor Paddock reports the financial condition of the territory was never better, there being a large surplus of funds on hand, with an increase of taxable property. recommends an immediate geological survey of the territory, the bridging of the Platte not far from its mouth, favors state government and suffrage on the basis of intelligence. gence. The legislature is composed of a large majority of radical republicans, who, I believe, will ratify Boutwell's Nebraska bill

as soon as sent here by congress. UNION PACIFIC RAILROAD. It is but a year ago since 1 accompanied It is but a year ago since 1 accompanied the government commissioners on an excursion over the first forty miles west of Omaha. Today regular trains run to North Platte, 290 wiles west, and the road is completed fifteen miles beyond that point. Over two hundred and fifty miles have been built in twelve months, including a Howe truss bridge 1,505 feet long across the Loups fork and a pile bridge 2,640 feet long across the north fork bridge 2,040 feet long across the north fork of the Platte. This marvelous progress of a railroad, destined in a few years to link the Atlantic to the Pacific, entitles the company and its officers to the thanks of the nation Under seemingly insurmountable difficulties they laid one and one-half to two miles of track per day.

This extraordinary feat was witnessed in October by the excursionists to the one handredth meridian. The company has at the same time erected commodious station houses along the road, and machine shops and engine houses at Omaha capable of accommodating twenty locomotives and turning out a car per day. Their engineers are engaged sounding the river for selection of the proper point to locate the great bridge across the Missouri. Work upon this bridge, which is to cost over \$1,000,000, will commence as soon as the

weather will permit. The construction of the road west will pro-ceed with the characteristic speed of the Union Pacific. The difficult and costly trans-portation of rails and materials up the Missouri is now obviated by the finishing of the Chicago & Northwestern railway.
This road reached Council Bluffs depot

yesterday afternoon at 2 o'clock.

This finishes the last link between the great lakes and the Missouri river. The Chicago & Northwestern railroad has over-come obstacles almost as great as the Union Pacific, and built nearly as much railroad in the same length of time. Since July I list they built the road from Ogden to Council Bluffs, Ja., 111 miles, in a most substantial manner: 2,500 ties were laid to the mile and manner: 2,560 ties were laid to the mile and 50 pounds of rail to the yard. Now that all rail communication is finished from New York to North Platte the competition for the traffic of the rich mining regions of Utah and California between Kansas and Nebraska

routes has almost ceased. To show the advantage of the Nebraska route it is only necessary to show the great difference in time, expense, and, what is more, the long, dangerous and unpleasant stage ride which the Kansas route makes as compared with Nebraska. Number of miles staging to Denver via Leavenworth and Smoky Hill route, 453; via Omaha, 280; making 173 miles more staging via Smoky Hill route. Fare, Leavenworth to Denver, \$118; Omaha to Denver, \$100; making \$18 more via Leavenworth. Through fare from Chicago to Denver via Omaha is \$5 less than via Leavenworth. Total saved going from Chicago to Denver via Omaha route \$3. The additional 173 miles staging makes—the trip via Leavenworth one and a half to two days longer. The overland mail route to Salt Lake, Montana sequently the above differences are applicable equal to all overland travel. Omaha and Nebraska can well congratulate themselves on the completion of the North-

OMAHA CITY. the capital of Nebraska and terminus of the Union Pacific railroad, is beautifully located on a high, level plateau, forty feet above the highest water mark, on the west bank of the

western railroad.

hese hills, and especially from Capitol Hill. is rarely if ever surpassed in picturesque beauty, and even grandeur. Below the city, with its wide, regular streets, business blocks, churches and buildings there, the railroad winding from huge machine shops around the city, then cutting through the hills, passing on its way mills, warehouses and gardens.

eye then takes in the darkly-colored river, making a great bend of ten or fifteen miles around Iowa Bluffs the steamboats coming, going or unloading freight and passengers on its banks, here and there a raft or log carried down by the swift current of the Three miles back of the river, directly east of Omaha, Council Bluffs, half hidder among the ravines, leaning up against the high walls of the green bluff. This charming view of the river and city, hill and plain, affords a never-ending source of pleasure to affords a never-ending source of pleasure to the beholders. Omaha is situated very nearly on an air line, and almost half way between New York and San Francisco. Her com-New York and San Francisco. Her commanding position as terminus of a railway destined to carry the great traffic between the Atlantic and Pacific, probably to revolutionize the Chinese and Japan trade of the world, gives her commercial advantages which in the last twelve months have doubled her population, and which sooner or later will make her one of the great northwest. the leading cities of the great northwest. Preparations for building business blocks, churches and private dwellings next season are being made on a large scale, and although hundreds of mechanics are expected to arrive here in the spring, I doubt whether the sup-ply will be equal to the demand.

THE DEPARTMENT OF THE PLATTE, Since the massacre near Fort Phil Kear-ney, the war department has come to the conclusion to change the commander of the department, Yesterday General C. C. Augur relieved General P. St. George Cooke from the command of the department. The staff is to remain unchanged for the present. Sev-eral regiments passed through here en route for Forts Laramie and Phil Kearney, and an active, vigorous campaign against the savages is anticipated as soon as the force and the weather will permit. The Indians are daily committing small depredations, such as carrying off cattle and killing a man here and The weather at Fort Laramie has been severely cold—as low as twenty degrees below zero—and the number of troops too small to cope with the Indians.

Washington and Oregon.

This new empire of the northwest is attracting universal attention and the reason for this is the almost unlimited resources that have recently been opened and the surprising growth of this region Large agricultural areas, vast forests and immense deposits of precious metals are to be found in Oregon and Washington, and by reason of the varied natural resources of the country this section offers unequaled opportunities for the investment of capital and location of industries that are not surpassed by the older sections of the United States. The Inion Pacific on account of its time, through Pullman sleepers and dining cars, free reclining chair cars and free colonist sleepers from the Missouri river, is conceded to be the favorite route for persons going to either Wash-

ington or Oregon. For pamphlets fully descriptive of the above named states, or for rates, time of trains or any information pertaining to the Union Pacific, call on or address your nearest ticket agent or the under signed, who will most cheerfully furnish any information that may be desired. A. P. Deuel, city ticket agent, 1302 Farnams treet, Omaha, Neb

Go On a Visit. Here is a chance to go home and visit the old folks during the holidays. The Union Pacific will sell on December 24, 25 and 31, 1890, and January 1, 1891, round trip tickets to all Kansas and Ne