

SPECIAL NOTICES.

ADVERTISEMENTS FOR THESE COLUMNS... All advertisements in these columns...

SITUATIONS WANTED.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

WANTED—MALE HELP.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

WANTED—FEMALE HELP.

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LADIES—WILL PAY LADIES A SALARY OF \$10 PER WEEK TO WORK FOR THEM IN THEIR... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

WANTED—TO RENT.

RESPONSIBLE TENANT WANTS ROOM... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

RENTAL AGENCIES.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

FOR RENT—HOUSES.

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REMINGTON TYPE WRITER.

BEST IN THE WORLD. JOS. P. MEEGATH, 1074 FARNAM STREET, OMAHA, NEB.

RAILWAY TIME CARD.

Table with columns for destination (Chicago, St. Paul, etc.), departure time, and arrival time.

NOTHING IS BETTER.

than the best; it is what you pay for, and expect to have. Take railways, for instance; the best line to Chicago and the East is the Burlington Route; it has the best reclining chairs, the best dining cars, the best road-bed, and the metropolitan system of checking baggage direct from one's residence or hotel, which nothing can be better.

HAIR GOODS.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

PAWN BROKERS.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

LOST.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

MANUFACTURING JEWELERS.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

CUTLERY GRINDING.

RATES—Is a line first time and is a line thereafter... A WELL KNOWN OMAHA CITY AND TRAVELING SALESMAN...

IMPROVEMENT IN ORDER OF THE AGE.

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THE BEST, WHY?

Because we are profited by the shortcomings of the old types of ink and ballpoint pens, many defects and between our eyes, which are not only a source of annoyance, but also a source of danger, which our inventors never dreamed.

THE SMITH PREMIER TYPEWRITER CO.

1609 1/2 Farnam Street, Omaha, Neb. E. B. SAUNDERS, MANAGER.

MASQUERADE COSTUMES, ETC.

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PROPOSALS FOR MILK COWS AND CALVES.

Proposals for Milk Cows and Calves, Department of the Interior, Office of Indian Affairs, Washington, D. C.

WHY THEY TICK.

Union Pacific Trainsmen Complain of Evil They Want Remedied—Railroad Notes. The Union Pacific grievance committees continued their joint session yesterday and will meet (General Manager Clark some time this week).

The committees are said to be carefully reviewing their schedule and reducing the scope of its demands. Messrs. Clark and Morrison, their grand officers, are experts in schedule making and are lending valuable assistance. Fully cognizant of the difficulty of getting concessions from railroad companies, they are pressing the schedule of non-essentials, and when they get before the Union Pacific officials it will be with a reasonable pretense which they believe cannot be denied redress.

"One of the chief causes of complaint among the Union Pacific trainmen is the lack of a stable method in interpreting the rules of the contract. The Union Pacific has a number of one of the grievance committees. This is partly due to the innumerable changes among officials. On my division during the past five years there have been five or six superintendents and four or five assistants. It is no wonder that this is friction with such management as that.

"For example, the company sometimes gets too many locomotives at one end of a division and then it becomes necessary to equalize power. Train crews are frequently dead-headed on passenger trains to the opposite end of the division. It is a common thing that are made up to get locomotives back to where they are most needed. That is called equalizing power, and under the rules the men are not allowed to be on the train used in going to take such a train. It conflicts with the company's operating instructions to say whether or not the movement of employees is made to equalize power, and the men complain that some of their superintendents are unfair and abuse their power. It is a common thing that locomotives become badly distributed, and when they are ordered to give their time to correct such mismanagement they ought to have pay for it.

"Here is another case: Sometimes a crew is sent out to pick up a load, say of stock, and the crew is not allowed to be on the train. We think it ought to be figured as two trips, one out and the other back. It is a common thing that a train is perhaps with no allowance for time of loading, and the result is quite a loss to the trainmen.

"On my division there is a hill thirty miles long. It is generally considered that a freight train of thirty-five cars and a crew of five men is not allowed to be on the train. A new officer who thinks that five cars more will make no difference. The result of course, is dissatisfaction, and there are a great many cases of that kind in our business.

Secret of the Switching Extortion. "That new deal of the Union Pacific on switching charges is pure chicanery," said a railroad man representing an eastern road. "It all grows out of a controversy between the Union Pacific and the Rock Island over the transportation of coal to the Rock Island smelter. The smelting-in-transit rate given the smelting people the benefit of a through billing on their load over. The Rock Island cut the rate enough to get the freight from the Milwaukee to a low amount, and the Union Pacific claimed the bridge toll to Council Bluffs as a part of its proportion of the through rate to Omaha and another bridge toll to Council Bluffs. In other words, the Union Pacific claimed two bridge tolls. The Rock Island denied the second bridge toll and its famous Adams contract the bridge toll from Omaha east. This was a part of its own earnings. The dispute was referred to arbitrators, and was decided in favor of the Rock Island.

"This made Traffic Manager Mollen of the Union Pacific angry, and of course, and rumor has it that President Cable of the Rock Island reached the point of a personal altercation over it. He that as it may, the fact is that the Rock Island and the Union Pacific are materially affected. Mellen saw a chance to make the Rock Island feel the weight of his omphalos. He therefore proposed that the Rock Island and the Union Pacific be in the same boat with our competitor are forced to take the same medicine. It is an outrage just the same upon the jobbers of Omaha and the lines with the Rock Island. This was first brood for Mellen, though at the expense of the Union Pacific.