## FIGHTING FOR A FAIR DEAL

Packers and Shippers Trying to Have the Texas Discrimination Removed.

HOW OMAHA'S BUSINESS IS HINDERED

Extreme Injustice of the Present Differential in Stock Shipments from Texas -Efforts of Interested People to Have it Adjusted.

The executive committee of the Southwestern Rallway and Steamship association which will meet at St. Louis Thursday will consider a matter that is of vital importance to the interests of this city and of Nebraska. That is the demand of the stock yards and packing interests of South Omana for an adjustment of rates on stock shipments from Texas points that will give this city an equal chance with Kansas City to secure the immense shipments from northern and western Texas. This demand is heartily seconded by the Texas Live Stock association and Texas Railway commission.

Over a year ago it was seen that the demand for certain grades of light cattle at South Omaha was increasing more rapidly than the supply. It is well known that the packers have often been obliged to buy these cattle in Kansas City when the supply was low at this market. They were convinced that this was not because South Omaha did not have access to a sufficient grazing area, but because the present freight rates from certain points discriminated so largely in favor of Kansas City that it was impossible for the shippers to bring their cattle to this market. Those heavily interested lost no time in inaugurating a fight for a more equitable adjustment. Ed A. Cudaby, John S. Knox, general traffic managers of the S. Knox, general traffic manager of the Cudahy company, and Manager Babcock and Traveling Agent Skinner of the Union Stock Yards company have spent a great deal of their time in working upon the matter ever It has been a long, hard fight and it

#### Rates That Rob Omaha.

The most glaring instance of injustice is in The most glaring instance of injustice is in the Texas rates and as the Texas cattle were largely of the grade most needed, attention was at once turned in that direction. A year ago Mr. Skinner made a trip to the pan-handle district of Texas. He found the catthe owners anxious to ship their cattle to Omaha if any fair rate could be secured. One of the peculiarities of the system on which the Texas rates have been adjusted is shown by the following wonderful exhibit of

arbitrary discrimination against Omaha: Joint tariff, Missouri, Kansas & Texas, No. 522; Missouri Pacilic, No. 841-C; effective May 50, 1891, and supplements up to November I. 1891, show the following differentials in rates

on beef cattle: From Taylor, Tex., and points north thereof: To St. Louis 6 cents per 100 pounds above

Kansas City. To Chicago 16% cents per 100 pounds above

To Chicago 1614 cents per 100 pounds above Kansas City.
To Omaha 1314 cents per 100 pounds above Kansas City and St. Joseph.
From points south of Taylor, Tex:
To St. Louis, same as to Kansas City.
To Chicago 1614 cents above Kansas City.
To Omaha 1314 cents above Kansas City.
As the distance to Omaha is only 130 miles further than to Kansas City and St. Joseph, the rairoads practically charge shippers 1314 cents per 100 pounds or about \$25 per car for cents per 100 pounds or about \$25 per car fo that 130 miles. This practically shuts Omahs out from any competition in the Texas cattle The matter was brought before the railroads at a meeting held in Chicago last

year with no results.

Mr. Knox went before the Southwestern Railway and Steamship association at its meeting at St. Louis on January 20 of this meeting at St. Louis on January 20 of this year, and offered an exhaustive argument in behalf of this city. He carefully reviewed the existing tariffs and presented the injustice done to Omaha in its strongest light. He asked for a differential of \$7.50 per car, or 4 cents per 100 pounds, over Kansas City. and came very near carrying his point. Out of the eleven roads belonging to the association only one stood out against a measure of which they could not deny the justice. As the vusines of that road was almost exclusively with insas City, its motive was not deeply

The rate committee was unable to reach a decision on this accout as the unanimous con sent of all the roads was necessary to any alteration of rates. The matter then went to the executive committee which will meet at St. Louis, Thursday of this week. Its de-cision will not be known before March.

### Why the Request 1s Reasonable.

"We argue," said Mr. Knox to a Ber reporter, "that in equity we ought to have the same rate as Kansas City, but we offered the compromise of \$7.50 per car because one of the lines which will handle most of the cattle proposed that as a basis of settlement. The point I want to impress on the public is that we are making this fight not for our benefit alone, but for the general commercial interests of Omaha and of the state. The prosperity of Omaha depends to a considerable extent on the live stock interests of South Omaha, and whatever tends to cripple these has a tendency to cripple the general and commercial interests of Omaha.

"Few people realize the enormous disad vantages under which Omeha labors in the matter of rates. Kansas City brings cattle from the northwest during the fall at the same rate as Omaha, although the distance is 200 miles greater. Reverse the matter and we have to pay \$25 per car more than Kansas City to bring cattle from the southwest, when the distance is only 130 miles greater. And that is not all. Kansas City ships her products to northwestern points through Omaha at equal rates, while Omaha has to pay \$15 to \$25 per car differential to ship her products to southern, southeastern and south-western points through Kansas City.

"I have been asked if the phenomenal growth of South Omaha is not an indication of fair treatment on the part of the railways My answer is, that until recently we have used only the live stock naturally tributary to us and therefore haue not been much hampered by adverse rates. Now, however, with the increase of business it is necessary to widen our circle of supply territory, and particularly necessary to have southwestern cattle during the interim between the run of the native or home cattle and those from the northwestern ranges. Otherwise for several months we will be at a comparative stand-still and thus cripple the entire business interests of Omaha, and in a reflex way injure all the railway lines with whom we

have dealings."

Manager Babcock's idea of the situation was much the same as that of Mr. Knox. He attributed the discrimination of the railroads in favor of Kansas City to the fact that of the eleven roads belonging to the association only one (the Union Pacific) had an outlet at Omaha, while all the others ran into Kansas City. That favoriteism existed was proved by the fact that an extertionate differential was demanded from Omaha on shipments of stock which would take just so much from Kansas City, while lumber and other commodities were rated at about the same figure to both places.

## Skinner Made a Speech

On the 4th of this month Mr. Skinner went before the Texas Live Stock association at Austin, Tex., for a second time to ask its earnest co-operation in the effort to secure them equal rates to Omaha. He was invited to address the convention and replied as fol-

lows:
"Mr. Chairman and Gentlemen: Feeling that what I have to say and the proposition I have to lay before you may be considered of interest to the gentlemen of this convention, Interest to the gentlemen of this convention, I have drafted what I will call a proposition from the packing industries of South Omaha to the Texas cattle producers, so that I may be able to refer to anything I say if not clearly understood at the first reading. Through the courtesy of this convention I am enabled to appear before you and represent an interest that has possibly received very little attention from a great many of very little attention from a great many of you; and an interest that has grown up with mavelous rapidity till it is now recognized as the third largest packing center in the United

"To give those who are not familiar with the South Omaha market an idea of what we are and what we are doing, I will say that we have four large packing establishments located at these yards, viz: Hammond, Swift, Omaha Packing company and Cudaby Packing company as well as buyers Cudaby Packing company, as well as buyers for export for Chicago and eastern trade, also buyers of feeders from the states of Nebraska, Iowa, Missouri and Danota.

Our market grew up and has prospered from Our market grew up and has prospered from what might be termed local territory; never until the season just passed have we spread out into new fields that might be said not to be on direct railway connection with Omaha, and then only in the northern part of New Mexico, on the line of the Denver, Fort Worth & Texas railroad. We were enabled to do this by the aid extended to us by that part of the Union Pacific railroad, naming rates that would allow cific railroad, naming rates that would allow of shipment to our market. In this connection I will say that I have letters from the live stock shippers of this new section that they have received from \$3 to \$4 per head more at Omaha than they had been in the habit of receiving from that markets. This can be receiving from other markets. This can be accounted for from the large receipts of this class of cattle at other market centers and the scarcity at Omaha. I might say that the demand for feeders at our market is greatly in excess of the supply.

Rank Injustice Plainly Shown. "I have come here directly from waiting on the members of the Southwestern Rail way association in session at St. Louis, where I have been endeavoring, together with the traffic manager of the Cudahy Packing company, and the general manager of the South Omaha yards, to make the members of this association see the great injustice that their lines are doing the live stock shippers of Texas and the packers of South Omaha, by the excessive rates that they charge on live stock to that market from Texas points, the differential in rates being \$25 per car more than to Kansas City and to St. Joseph—common Missouri river points. If you take the milege difference from the first point from Omaha, where this differential exists, it is only 130 miles further to Omaha from Texas to the complex and you are asked to pay \$25 per territory, and you are asked to pay \$25 per car more for this 130 miles in order to reach our market. You are all no doubt aware that the low prices obtainable at the market ceuters now accessible is occasioned somewhat by the overcrowded condition of those mar-kets. No doubt you all know that an im-mense number of cattle were being turned loose in various parts of the state after being rounded up for purposes of snipment on ac count of the low prices prevailing at the market centers that you are compelled to patronize. It surely looks like monopoly when any one undertakes to say what mar-ket you shall sell your cattle in and what markets they will not allow you to patron-

ize. to say to you today gentlemen, that one packing indus-try alone at South Omaha stands ready to buy 50,000 of your class of cattle annually; provided that rates are made that will allow you to get together. You must see that this will relieve you of quite a surplus annually. I do not hesitate to say that it would be a question of a very short time by the expansion of the packing industry and an increased demand for feeders, which is bound to come to South Omaha, as we are in the heart of the greatest corn belt in the United States; that we will double or even treble our demand for cattle. This may allow those who may feel that they are not geographically well situated to reach Omaha handily, a better market than they now en joy at the market centers they now ship to. Suffer Through Selfishness.

"I understand that our request for rates met with the approval of all the Texas lines of railway in the association, but that some petty, selfish interests at Kansas City, insti gated by some of the packers and the yard company at that point, defeated our attempt to secure just rates for you and thus throw open another market for you. As I have stated, all of the Texas lines have conceded the justness of a readjustment in rates that will place the South Omaha market at the disposal of the Texas producers, yet selfish interests keep you out. We have learned that the rate committee of the association has referred our request to the executive board of said associa-tion with a view to have it pass upon it, and as this is the last tribunal, except an appeal to the Interstate Commerce commission, and you all know that taxes a

commission, and you all know that takes a long time. I want to ask you in convention to take action leading to a request of this executive board for a square adjustment of rates that will open the South Omaha market to you, either in the shape of a petition to that body or through a petition to your honorable body of railroad commission-ers of the state of Texas, asking them to secure for you such rates as they in their wis dom think just.
"It might be inferred by some of my listen

ers that, owing to my connection with the South Omaha yards, I am talking for revenue only for my company. This is not true, as what cattle we are now compelled to purchase at the Kansas City stock yards and ship to Omaha, to keep pace with orders for that class, pay just the same money to us as though shipped direct by you to Omaha. Apart from all this, my interest in the advancement of the cattle industry of the United States is too well known in the northern section of this country to be con-sidered on such a narrow guage as this. I stand ready at all times to point out any matter of interest to the cat-tle men of any section that I may think of value to them. I have discussed the with some of the cattle men from the north ern part of this state and it met with their hearty approval, and they have constantly urged us on in our efforts to get these rates. I have been through two hot fights for the rates before the Southwestern association. and I now ask assistance of the cattle men of Texas in a demand for them."

### Plain Talk from Stockmen.

immediately on the conclusion of Mr. Skinner's remarks the board of directors of the Texas Live Stock association met and adopted the following preamble and resolu-

Whereas, The fact has been made known to

Whereas, The fact has been made known to this association that certain railroads are discriminating in rates on Texas live stock against the South Omaha market, and that shippers of live stock from this state are forced, in order to reach said market, to pay a differential of \$25 per car, and

Whereas, Said differential is excessive, exhorbitant and unjust, and is, in our opinion, kept in force by the influence, and at the instigation of competing markets and stockyards, to the detriment of the live stock industry of this state; and

Whereas, It is the wish and to the interest of the stockmen of Texas that the market of the entire country shall be free and open, without discrimination or excessive charges on their products; therefore, be it

Resolved, by this board, That the Southwestern Railway and Steamship association, the stockyard companies and live stock exchanges of Chicago, East St. Louis and Kansas City, and the railroads generally, be requested to withdraw not only their opposition to a fair, just and equitable rate on Texas live stock to South Omaha, but that they be and are hereby carnestly requested to use their influence to secure an adjustment of rates, such as will give to our live stock the benefit of the South Omaha market with freight rates based on an equitable basis.

Resolved, farther, That the secretary of this association be instructed to correspond with the parties above referred to and furnish them with copies of this resolution and to further urge them to do us justice in the premises. George B. Loving, Secretary.

Texas Men Want Justice.

### Texas Men Want Justice.

In discussing the feeling of Texas cattle owners in regard to Omaha, Mr. Skinner said: "The Texas cattle raisers feel that they are handicapped all over the United States by adverse rates and quarantine re-strictions. They are organized for the pur-pose of trying to improve their condition and their cattle, and the able manner in which they conducted their business at the convention shows that they mean business. The courtesy which they extended to me as the representative of Omaha and the feeling that they displayed in favor of the Omaha market indicates that our united efforts will result in mutual bene-fit to Texas cattle reisers and Omaha packers. Some of them had never realized the magnitude of the packing industry at South Omaha. It was a source of wonder to them that we had developed so rapidly and they are ready to do business with us as soon

as rates are adjusted.' There are now 2.383,000 cattle feeding on what is known as the grazing line of southern Texas which will be available for the South Texas which will be available for the South Omaha market when the desired rates are secured. This number will be largely increased by the projected modification of the quarantine law and over half of the entire herds of Texas will be brought within reach of the South Omaha packers. The result would be, according to the opinions of leading packers that South Omaha would pass Kansas City in a cinter and become at once the second packing cenand become at once the second packing center in the country. If the decision of the executive committee is unfavorable; the whole matter will be laid before the Inter-

state Commerce commission as a last resort. The views of the South Omaha packers upon the subject were asked and the/ enthusiastic on the subject. Will Need More Cattle,

Mr. Ed A. Cudahy said: "In view of the additions that will be made to our plant dur ing the coming season we will want from

50,000 to 70,000 more cattle than we can possi-bly buy at this market under the present condi-tion of affairs. We want to kill 100,000 more cattle next year than we have this, and is order to obtain the requisite supply we must reach down into Texas. This we cannot do under the present unequal rates. In order to get these cattle we have to get Kansas City rates from Texas to Omaha or very pear it. rates from Texas to Omaha or very near it This we have been endeavoring to do for over a year, and as what we are asking for is only a fair adjustment we should be able to carry our point. There is a large cattle area in Texas not quarantined which can be controlled by this market if the disadvantages in rates under which we are now laboring can be done away with.

Superintendent A. C. Foster of Swift & Co. who make beef a specialty, was also seen. He agreed with the other packers that the proposed equalization of rates would be a great benefit to South Omaha. "We are now killing," said he "about 150,000 cattle per year. The addition of the Texas trade to the present resources of the yards would mean an increase in the number of cattle killed by us of at least 15,000 or 20,000 per year. These are the minimum figures. An increase in the number of cattle handled by the yards would give the packers a better as sortment to choose from and they would be better able to select those grades which they

wanted to use."

Superintendent Noyes of the George H. Hammond company said: "The adjustment of these rates on an impartial basis would be a great victory for South Omaha. We have a large western and southern trade which demands a supply of light cattle. For about three months in spring and early support we canmonths in spring and early summer we can-not buy these grades here and are forced to buy them at Kansas City and Chicago and have them slaughtered there to supply the trade that belongs to Omaha. If we can get hold of the Texas cattle all this will be done away with. We can then buy the cattle here and a good slice of the business that we are now obliged to do at other points will come

Our Better Halves Say

they could not keep house without Cham-berlain's Cough Remedy, especially for the children. In a case a few weeks since at the home of a neighbor the attending physician had given up a case of what he called dropsy Mother happening in, told the parents that in her mind it was a case of lung fever and advised the use of this cough syrup, which they did. Result, the child is well and the parents happy. Champeriain's medicines are used in more than half the homes in Leeds.—Sims Bros. Leeds, Ia. This remedy is not intended for lung fever, but for colds, lagrippe, croup and whooping cough. It will loosen a cold, relieve the lungs, and prevent the cold from resulting in lung fever. 50 cent and \$1.00 bottles for sale by druggists.

#### SOUTH OMAHA.

Major Williams' Funeral.

The largest gathering of people that ever attended a funeral at South Omaha met at the First Presbyterian church vesterday in respect to the memory of Major Warner L Wilhams. The church was crowded to its utmost capacity, an eloquent testimony to the position which Major Williams held in

the esteem of all who knew nim.
Robert Livingston post of the Grand Army of the Republic turned out in full force in honor of their dead comrade, and the Sons of Veterans were also present in a body. Rev Robert L. Wheeler, who fought side by side with Major Williams during the war, spoke with great cloquence and feeling. He referred to the record of the deceased as a brave soldier and officer and added this to the history of a long life full of good deeds. The remains were borne to their final resting place by Comrades S. W. Dennis, F. Parkers of M. Morore, C. W. Trobes and F. Delty of

G. Morrow, G. W. Tubbs and E. Daly of Robert Livingston post.

Only a few days before his death Major Williams was talking with Rev. Wheeler about the new church and remarked: "I wonder whose will be the first funeral to pass the doors of our new church. It may be mine, but I guess the old major is good

for a few years yet."

But the words spoken in jest became only too true and the grey haired soldier was the first to be borne through the aisles of the

#### new church. Her Stove Exploded.

A gasoline stove exploded in the restaurant of Mrs. Jennie Tyler on Twenty-sixth street, near M, last evening. A fire alarm was turned in and the blaze was quickly extinished. The damage to carpets and furn ture was about \$30.

WEEPING WATER, Neb., Oct. 28, 1890.

Dr. Moore. My Dear Sir: I have just bought the third bottle of your Tree of Life. It is indeed a "Tree of Life." Dr., when you so kindly gave me that first bottle my right side was so lame and sore and my liver enlarged so much that I could not lie upor my right side at all. There was a soreness over my kidneys all of the time, but now that trouble is all over. I sleep just as well on one side as on the other, and my sleep rests and refreshes me and I feel the best I've felt in fifteen years, and I know that it is all due to your Tree of Life.

## Yours very truly, D. F. DUDLEY.

SEVERAL POINTS SUGGESTED. What Sternsdorff Advises for the Extra

Session's Work, In response to Governor Boyd's letter asking for opinions of members of the legislature as to the advisibility of calling an extra sess ion, the Douglas county delegation was to have met yesterday afternoon at the Del-ione hotel to discuss the matter and make individual recommendations or to take action as a body and then inform the governor as to what had been done, but as State Senator Warren Switzler was absent from the city,

no meeting was held.
Relative to the matter Hon, George J Sternsdorff was seen at his home, Twenty second and California streets, last night. He said the extra session would be called to consider the reduction of freight rates among other things. He thought there was an united opinion to reduce them 40 per cent, and not 10 to 20 per cent as Governor Boyd had mentioned in his letter.

"He can only make a maximum rate," said Mr. Sterndorff, "and the members of the legislature will specify the amount of the reduction of rates. Other matters to receive consideration are the reapportionment of the state and the restoration of the bounty on sugar. I would also advise that the extra session be called to revise cortain clauses in the city charter. Another important ques-

tion is the electoral bill.
"Senators Thomas and Woods of Cass and Pawnee counties respectively, insisted me this afternoon, and told me that they did not deem it advisable to hold a special or extra session of the legislature, but if the governor should call one they favored the restoration of the bounty on sugar."

### One Minute.

One minute time often makes a great dif ference—a one minute remedy for bronchitis choking up of the throat, lungs, etc., fo ourse is a blessing. Cubeb Cough Cure is such a remedy. For sale by all draggists. Cubeb Cough Cure—Oneminute. Washington and Lincoln.

Lincoln, to be given at the Grand opera house tomorrow evening, Judge C. R. Scott pre-America
By audience and the Seventh Ward band
Prayer Rev W. J. Harsha
Washinzton Judge C. R. Scott
Star Spangled Banner Band
Address William F. Gurley.
Raily Round the Flaz

Following is the program of the entertain

ment, commemorative of Washington and

Raily Round the Flag Banc
Recitation Barbara Fritcher
German Version, C. E. Winter,
Our Flag and Constitution
Hon. J. J. Steadman
Dixle Banc
Lincoln Hon, R. V. Kins
Music (selected) T. K. Quartette
Marching Through Georgia Band
Address (selected) Rev. M. Roles
Music (selected)
Address H. D. Estabrom
Music (selected) T. K. Quartette
Our Future Bishop Newman
Tenting on the Old Camp Ground, Yankee
Doodle Banc

VanHouten's Cocoa- Thestandard of the

### Drunkenness,

A disease, treated as such and perma nently cured. No publicity. No infirm ary. Home treatment. Harmless and ary. Home treatment Harmless and effectual. Refer by permission to Burlington Hawkeye, Send 2c stamp for pamphlet. Shokoquon Chemical Co., Burlington, In.

# GRAND ARMY DEPARTMENT

Brief Biographies of Two Prominent Nebraska Veterars.

THEY FIT WITH SYKES AND SHERMAN

Participated in Scores of Battles, Skirmishes and Raids - Death of Two Noted Commanders-New Organizations in Nebraska,

Among the notable Grand Army of the Rephblic men who have been identified with the early history of Nebraska, and especially the founding of the city of Kearney, is Cotonel W. W. Patterson, who resides in Kearney and is a member of Sedgwick post No. 1.

The subject of this sketch was born at Warsaw, N. Y., in 1831, and is the son of the late William Patterson of Warsaw, who died in 1838, while a member of congress from the old Genesee district. His mother died soon after, leaving him an orphan at seven years. Afterwards he resided with relatives, most of the time with his uncle, ex-Governor George W. Patterson of Westfield. N. Y., who was his guardian until he entered the Genesce Westeyan seminary at Seneca, where his education was completed.

After leaving school he was for several years an officer in the Sixty-first regiment, New York state troops, and when he left New York for Minnesota in 1856 he was commanding officer of the regiment. During the time he was with the Sixty-first regiment he was under the instruction of Major Horatio G. Wright of the regular army and afterwards General Wright, commander of the Sixth corps during the rebellion. Colonel Patterson enlisted in the Twelfth regiment United States army in 1861, when it was organized. For

services rendered at Chancellorsville, General R. B. Ayres, who commanded a division of the Fifth corps, placed him upon his staff with the rank of capain, at the battle of Gettysburg, where he received two wounds. After recovering from his injuries, General George Sykes gave Colonel Patterson a position upon his staff with the rank of lieutenant colonel, and assigned him to the command of all the pioneers of the Fifth corps. In the first day's fight of the battle of the Wilderness, Colonel Patterson was so badly injured that he was sent to Brundy station in an amouance, and from there by rail to Washington. After six week's confinement in a hospital, he resigned his commission and returned to Minneapolis, and after recovering, he engaged in the real estate business, and became one of the leading public spirited men who laid the foundations of and preached feasibility of manufacturing in the twin city. In the fall of 1869, on account of failing health, he left Minneapolis for Iowa, and went into the employ of Chicago, Burlington and Quincy railway, and founded the city of Creston, remaining there until the winter of 1871, when he came to Nebraska for the Burlington, for the purpose of selecting a site for the junction of that road with the Union Pacific. He selected the present site of Kearney, ran the bed for he Kearney canal, reported to the com-

#### pany, and his selection was adopted. A Creditable Record.

One of the prominent and popular members of the Grand Army of the Republic post here is David W. Simms. sev. August 15, 1840, and moved with his parents to Illinois in 1855, enlisted in the service of Uncle Sam in December, 1861, at Farmington, Fulton county, as a member of Company B. Eleventh Illinois cavalry. The company was mustered into service December 20, by Captain Watson, U. S. A., the famous Robert G. Ingersoll being the colonel commanding the regiment.

In February, 1862, the regiment moved from Peoria, Ill., to Benton Barracks, St. Louis, where it was fully equipped and forwarded on transports to Crump's Landing, Tenn., and assigned to Major General Lew Wallace's division. After a three day's rest the regiment was sent out via Adamsville to Shiloh where they were actively engaged in battle on April 7, and in many bloody skirmishes on their route to Corinth, Miss., and again enroute from Pittsburg Landing to Memphis. The regiment went from here on a scouting expedition to Hernando and Coldwater, Miss., where

many men and horses were captured On July following Simms was made corporal and with his company participated in many skirmishes, raids and batles in the far south, losing heavily in killed, wounded and prisoners. When the term of enlistment expired in December, 1863, only thirty of the original In February, 1864, the company joined Sherman and participated in the battles of Bolton, Brandon, Jackson, Meridan, Enterprise, Quitman, and three distinct fights at Canton under McArthur, and at Yazoo and Benton, Miss.; skirmishing and destroying bridges, stations, etc., on the Mississippi Central railroad; was out with Asbond's expedition to Woodville, capturing prisoners, etc. In October it assisted in the capture of a large number of prisoners in Arkansas and Missis-In November, took part in desippi. stroying bridges on thirty miles of the Mississippi Central railroad, burning large amounts of commissary stores, three stations and other property of the enemy. In December, under General Grierson, fought the enemy at Egypt station, and again on Jan-uary 3, 1865, at Franklin, Miss.; later in January went again with Osband through Arkansas and Louisiana, traveling through low, swampy land, and captured a rebel steamer on Bayou Bartholomew, Louisiana, loaded with cotton, provisions, etc., taking all on board prisoners. After doing duty at various points in Mississippi, Louisiana, Arkansas and Tennessee, the company was finally mustered out at Memphis, Tenn., September 30, 1865. Mr. Simms received but one wound in his nearly three years of service—that

was at Lexington, Tonn., December 18, He emigrated to Nebraska and set-

tled on a homestrad six miles southeast

of Strang in April, 1871, and is there

Strang. He has remained a bachelor so far in life. In both business and social circles he is well liked by all classes of

General C. J. Dilworth, the recently elected commander of the Nebraska Grand Army of the Republic, was born in Jefferson county, Ohio, in 1830. He received an ordinary common school education in the Ohio schools. He then removed to Fulton county, Illinois, where he practised law until he enlisted in the service of the United States government. On August 12, 1862, he was mustered into the army as lieutenant colonel of the Eighty-fifth Itlinois infantry. His regiment was first stationed at Louisville, Ky., but on October I they saw their first active service in the field in the "Bragg campaign," General Dilworth's first fight was in this campaign a week later. Following this he again met the enemy at Perryville and then was stationed at Nashville. He took an active part in the battle of Stone river. In September, '63, he was sent with his regiment to Chicamauga, at Mission Ridge, Dalton, Rome and Pumpkinvine and in the almost constant battles around Atlanta General Dilworth was an active combatant. At Kenesaw on June 27, 1863, he received as appointment as brigadier general, his command consisting of the Eighty fifth, Eighty-sixth, One Hundred and Tenth, One Hundred and Twelfth Illinois, the Twenty-second Indiana and Fifty-second Ohio regiments. In his capacity of general he was in the battle of Penchville and participated in the siege of Atlanta. At the second battle of Jonesborough, on September 1, 1864, the general was wounded in the neck by a musket ball. On his recovery he was given a brigade at Chattanooga and then one at Cubbington. In July, 1855, he was mustered out of the service. General Dilworth returned to Fulton county, Illinois, where he continued his law practice with S. P. Shope, now chief justice of the state of Illinois, as his partner. In the fall of 1870 he located in Nebraska at Lincoln and in 1872 in Phelgs county. While a resident of that county he served two terms as district attorney and two as attorney general of the state.

General Dilworth was married in 1853 to Miss Emily Phelps. His only son, William Dilworth, is now one of the secretaries of the State Board of Trans-

General Dilworth is a member of the law firm of Dilworth, Smith & Shocky, and is recognized as one of the leading practitioners of the state. He has been a resident of Hastings for several years, and has always been recognized as one of the most respected and public spirited citizens. The honor conferred upon General Dilworth at Columbus is regarded also as a compliment paid to his

#### Death of General McClelland.

General McClelland, commander of the Pennsylvania state troops, who died recently in Philadelphia, was born March 2, 1842, at Mount Jackson, Lawrence county, Pa. In 1861 he enlisted as a private in the Mount Jackson Guards, which became Battery B, First Artillery Pennsylvania Reserves, and in February, 1865, he became captain of his company, serving in the First and Fifth army corps, and participating in twenty-two battles fought by the Army of the Potomac.

After he returned from the army Gen-eryl McCleliand was admitted to the bar. In 1870 he was chosen by the democrats as their candidate for congress in the Lawrence district, and was elected over J. B. Donnelly by a majority of

In 1873 he removed to Pittsburg, where He was born in Sniem county, New Jer- he engaged in the practice of law. He state committee several times and was chairman during the campaigns of 1876 and 1877. He was a member of the state executive committee for several years and during the last presidential campaign he was one of the secretaries of the national democratic committee.

### Woman's Relief Corps.

A Woman's Relief corps was organized at Norfolk, Neb., last week. Mrs. Tisdell of Kearney, president of the state Woman's Relief corps, and Mrs. W. V. Allen of Madison, conducted the ceremonies. The following officers were chosen by the new corps, and were duly installed: President, Mrs. H. C. Matrau; S. V. P., Mrs. W. H. Widaman; J. V. P., Mrs. J. A. Light; chaplain, Mrs. Mury C. Mills; conductor, Miss Addie Bovee; treasurer, Miss Ida Eble; guard. Miss Eliza Ladoff; assistant conductor. Miss Ruth Matrau; assistant guard, Miss Lydia Carberry. The organization will be known as Mathewson Relief corps, and starts out with a membership of thirty-nine, and with bright prospects

### of a life of usefulness and success.

Sons of Veteraus. A new camp of Sons of Veterans is under way at Gandy, Neb. Following names constitute the charter member ship: F. L. Wilcox, E. R. Smith, E Doan, J. Chappell, W. C. Gundy, F. Salisbury, C. S. Wells, jr., E. Salisbury, S. A. Lioyd, J. D. Coen, W. A. Mansfield, S. E. Keene, F. E. Kunkle, G. A. Waldon, R. L. Donglas, G. F. Palmer.

I have found out a gift for my fair. It is not a ring of gold, nor flowers, for her hair, nor pearls for her white neck, but Salvation Oil for her sore throat. She's a singing bird. Loss of Life.—Thousands sink into an early grave for want of a bottle of Dr. Bull's Cough Syrup.

Dr. Cullimore, ocuist, Bee building NATIONAL CONVENTION. Of Labor Organizations (People's Party) at

St. Louis.

For the above convention the Wabash will sell Feb. 20th to 24th tickets to St. Louis and return at half fare good returning until March 10th. Remem-ber the Cannon Ball Express with reclining chair cars free and Pullman sleeping cars leave Omaha 4:10, Council Biuffs 4:40 p. m. daily, arrives at St. Louis 7:30 next morning. For tickets and sleeping car accommodations call at Wabash office 1502 Farnam street, and Union depot Council Bluffs, or write G. N. Clayton, Northwestern passenger

DIED.

agent, Omaha.

DWYER-William M., February 21, 1892, at nis residence, 718 North Thirty-eighth street, aged 48 years, Funeral Tuesday, February 25, at 9 o'clock a. m. from 81c, Cesella's church. Interment at Holy Sepuichre. fore closely identified with the early settlement of Fillmore county. He lived on the old homestead until two years ago, when he rented his farm and

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will look whiter, will be cleaner and will be done with less labor if

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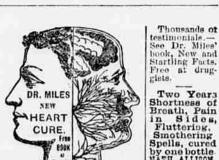
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way Company Stockholders' Meeting.
Notice is hereby given that the annual meeting of the stockholders of the Oregon Short Line & Utah Northern Railway company, for the election of directors and such other business as may legally come before the meeting, will be held at room No. 41. Hosper Building, Salt Lake City. Utah Territory upon Wednesday, the 18th day of March. 1837, at 10 oclock A. m. apon Wednesday, the 16th day of March, 1857 at 19 o'clock a.m.
Stock transfer books will close upon the 26th day of February, and reopen upon the 17th day of March.

ALEXANDER MULLAR. BOSTON, Mass., Feb. 2, 1692. F161 191M



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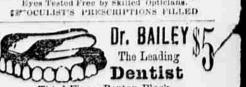


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