

Corner Farnam and Fifteenth

KELLEY, STIGER & CO.

Corner Farnam and Fifteenth

13th Annual Clearance Sale

Of all Winter Fabrics. Notwithstanding the marked increase in prices of Woolen and Cashmere Goods created by the recent tariff, which we anticipated by making heavy purchases and in consequence of which we find that we shall be obliged to invoice too many goods. We have concluded to follow our usual custom by giving a discount of

20% 20% 20% 20% 20% 20% 20%

in order that we may reduce our immense stock of Dress Goods, Underwear, Blankets, Flannels and in fact all winter goods. All goods marked in plain figures and we guarantee that in no instance has the price been changed on a single article. The prices remain the same representatives of low values, that characterized our business during the last month. During this sale a child can purchase as cheap as the most intelligent buyer.

20% 20% 20% 20% 20% 20% 20% Discount Discount Discount Discount Discount Discount Discount

On all our Dress Goods. On all our Colored Dress Goods. On all our Novelty Dress Goods. On all our Exclusive Styles. On all our Tailor Made Fabrics. On all our Broadcloths. On all our Black Dress Goods. On all our Black Novelties. On all our Black Broadcloths. On all our Black Poplins.

On all our Black Serges, etc. On all our Blankets and Flannels. In fact, not a single piece of our immense stock will be reserved. On all our Ladies' Union Suits. On all our Children's Union Suits. On all our Ladies' Vests. On all our Ladies' Pants. On all our Children's Vests. On all our Children's Pants.

On all our Ladies' Tights. On all our Ladies' Leggings. On all our Men's Union Suits. On all our Men's Vests. On all our Men's Drawers. On all our Boys' Vests. On all our Boys' Drawers. On all our Wool and Cashmere Hosiery. On all our Men's and Boys' Gloves and Mittens.

Special Sale of Muslin Underwear

AN EXTRAORDINARY OPPORTUNITY.

33 10/30 DISCOUNT

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On all our Ladies' and Misses' Jackets. On all our Misses and Children's Long Garments, Fur Capes, Fur Muffs, Fur Collarettes. Special Sale of Linens.

CONFUNDS THE CONFUSION

Difficulty Growing Out of the Action of Interstate Commission.

STATE LAW ON SAFETY APPLIANCES

Omaha and Elkhorn Lines Begin the Enforcement of the Statute and State Up Quite a Hubbub.

The postponement by the Interstate Commerce commission for two years of the national law requiring all cars and locomotives to be equipped with safety appliances and the failure of the railroads of Nebraska to secure a like postponement for a similar period of this state is causing quite a hubbub among the railroads here. The state law providing penalties for the use of any locomotive or car not properly equipped in traffic within the states of Nebraska and Iowa went into effect on Saturday. Up to date only two railroads have taken official cognizance of the operation of the state laws. What the other roads will do is a question that is asked more frequently than it is answered.

to turning over shipments to these roads now endeavor to reach the same destination by some other road, or if the point be not a competitive one have to seek out the freight cars that are equipped with the safety appliances in order to hand over to the Elkhorn and the Omaha roads. In Iowa the operation of the state law may be postponed for two years to correspond with the change made in the national law. In that state the legislature has convened and it is confidently expected that it will postpone the operation of the state law. In Nebraska the legislature does not meet this year unless an extra session be called, and there does not seem to be any way in which to postpone the operation of the law. Some have contended that the State Board of Transportation has authority to follow the example of the Interstate Commerce commission and to postpone the Nebraska law, as that institution did the national law, but the best posted railroad attorneys here scout the idea and say that the state board has no such power. It is believed that the matter will run along until some employee is injured by a car not properly equipped according to the state law, and then the damage suit against the road a test case will be made of the state law. Or, as one railroadier suggests, this morning some shipper may bring suit against the Elkhorn or the Omaha road for refusing to handle his freight in the car of another line not equipped with the safety appliances. Such a suit would bring the state law into the courts as a test case.

INTERSTATE COMMISSION'S REPORT. The report of the Interstate Commerce commission of the hearing of the railroads asking for an extension of the national law, held at Washington on December 1-5, has just been issued. It covers the arguments made in favor of the extension asked by the railroads much more fully than it does the arguments against the extension made by representatives of organized labor. Among other interesting facts brought out by the hearing are the following: The total freight mileage of the United States is about 182,000 miles. There are about 1,350,000 freight cars, of which the carriers own about 1,235,000. Nearly all the locomotive engines, numbering about 36,000, and the passenger cars, numbering about 32,000, are equipped as contemplated by the statute. The 294 petitioning roads operate 161,000 miles, or about 88 per cent of the whole. It shows that the own about 1,164,923 freight cars, or about 84 per cent of all; that about 690,839, or about 59 per cent of their freight cars, are equipped with automatic couplers, and 463,192, or about 40 per cent, with train brakes, as contemplated by the statute, leaving about 474,293 of their freight cars, or about 41 per cent, not so equipped with couplers, and about 701,740, or about 69 per cent, not equipped with the brakes contemplated.

It appears that the cost of applying couplers, including the price of the same, to an old car is about \$18 or \$20, except where the draft timbers have to be changed, in some other point in Nebraska the car is refitted. The same situation is found with the Elkhorn, and on both roads it exists in Iowa as well as Nebraska. The result is confusion worse confounded. The other roads that have for years been accustomed

including the cost of the same, is shown to be about \$40, but sometimes there is an additional expense of from \$32 to \$35 per car, due to the application of new brake levers and all the other attachments in connection therewith. It is worthy of note that while nearly all the presidents of the great American railroads demanded an extension of five years in the operation of the law, the only master mechanic called to the stand to give testimony, Joseph H. McConnell of Omaha, superintendent of motive power and machinery of the Union Pacific, gave as his opinion that two years would be ample time for the roads generally to fulfill the provisions of the law. As a result the order of the commission was for an extension of two years. The representatives of the train hands generally asked for a two years' extension, though some insisted on an extension of only one year, or no extension at all.

NEBRASKA ROAD'S EQUIPMENT. The following table shows the number of cars owned, the number equipped with automatic couplers and the number equipped with airbrakes on December 1, 1897, by railroads in this vicinity:

Railroad	Cars Owned	Cars with Automatic Couplers	Cars with Airbrakes
Omaha	8,563	7,500	6,495
Elkhorn	4,084	3,700	2,430
Kearney	57	57	57
Hills	57	57	57
Sioux City & Pacific	369	340	320
Kansas City & Omaha	248	250	230
Northwestern	35,027	31,719	22,525
Iowa Central	1,804	1,120	550
St. Joe & Grand Island	642	420	523
Milwaukee	27,760	20,065	14,308
Kansas & Colorado	303	74	2
P. & O. N.	149	149	744
O. R. & N.	3,063	653	1,733
Missouri Pacific	12,772	5,368	1,395
Oregon Short Line	4,168	1,347	647
Wabash	12,220	4,779	2,230
Rock Island	6,523	6,523	9,745
Horn & Rock Island	16,338	16,338	16,338
Burlington	38,554	24,429	16,213
P. D. & G.	2,616	1,445	1,773
Central Branch U.	544	22	64
P. & O. N.	51	3	3
Sioux City & Pacific	474	474	474
Sioux City & Western	322	322	322

Railway Notes and Personalities. Julius Rosenzweig, soliciting freight agent for the Port Arthur Route, has returned from a short trip to Chicago. Freight Traffic Manager Munroe of the Union Pacific is in Kansas City attending a conference of the freight men. For the third week in December Missouri Pacific earnings increased \$54,000; Louisville & Nashville, \$23,000; Wabash, \$16,000. The party of President-elect Burt and other officials of the Union Pacific were spending yesterday going over the line in the western part of the state. Thomas M. Orr, assistant secretary of the Union Pacific executive department, is still in New York City engaged in work incidental to the re-organization of the road from the

GIVES THE CITY JUDGMENT

District Court Completes the Trial of Ex-Treasurer's Bondsmen.

JUDGE SLABAUGH DECIDES BOLLN CASE

Overrules Motion for a New Trial and Enters Judgment for the Full Amount of the Verdict with Interest.

In the case of the City of Omaha against the first term bondsmen of Henry Bolln, ex-city treasurer, wherein a judgment for \$56,569.73 was returned on December 18 last, Judge Slabaugh yesterday overruled the motion for a new trial and entered judgment for the full amount and interest, amounting to \$71,599.92, giving the defendants forty days from the receipt of the court in which to file their bill of exceptions with the clerk of the supreme court. The trial of the case of the city against the Bolln bondsmen consumed all of the time between November 15 and December 18 last, and immediately after the verdict was returned the attorneys for the defendants filed an application for a new trial, alleging misconduct upon the part of a number of the trial jurors. It was alleged that certain jurors had formed and expressed opinions prior to going into the jury box; that others had had while in the jury room that they did not believe the evidence of certain witnesses who were called by the defense; that they had said prior to the submission of the case that the bondsmen should be held for the full amount. Yesterday upon the convening of court Attorney Mahoney, for the bondsmen, said that he desired to call Juror Cain to give testimony concerning what occurred in the jury room. Attorneys Cornell and Scott of the city objected, maintaining that the case was closed and that the defense had no right at this time to come in with testimony that it would be impossible to rebut. Attorney Mahoney said that the testimony was cumulative, and bore out the facts sworn to by certain jurors who had filed affidavits. Judge Slabaugh overruled the objection, holding that as a matter of fairness the court should know if anything material occurred among the jurors prior to the time of returning their verdict. Juror Cain was sworn and testified that upon two or three occasions some of the jurors while in their room commenced to talk of the case. At such times he admonished them concerning the instructions of the court and they at once dropped the conversation. There were no statements made relative to the merits of the case, merely remarks and disconnected sentences. After listening to the testimony of the

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