ESTABLISHED JUNE 19, 1871,

OMAHA, TUESDAY MORNING, JANUARY 4, 1898.

SINGLE COPY FIVE CENTS.

## Gorner Farnam and KELLEY, STIGER & CO. Gorner 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%

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% 20% 20%

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

### AN EXTRAORDINARY OPPORTUNITY.

On all our Ladies' and Misses' Jackets.

DISCOUNT DISCOUNT DISCOUNT DISCOUNT On all our Misses and Children's Long Garments, Fur Capes, Fur Muffs, Fur Collarettes.

Special Sale of Linens

Interstate Commission.

STATE LAW ON SAFETY APPLIANCES

Omnha and Elkhorn Lines Begin the Enforcement of the Statute and Stir Up Quite &

The postponement by the interstate Comfinerce 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
law of this state is causing quite a hubbub
the state law. Or, as one railroader surthe local railroad attorneys here scout
the local railroad atto law of this state is causing quite a hubbut the state law. Or, as one railroader sug-among the railroads here. The state laws gested this morning, some shipper may bring providing penalties for the use of any loco-motive or car not properly equipped in traffic. for refusing to handle his freight in the car within the states of Nebraska and Iowa went into effect off Saturday. Up to date only two appliances. Such a suit would bring the state law into the courts as a test care. railroads have taken official cognizance of the INTERSTATE COMMISSION'S REPORT. operation of the state laws. What the other roads will do is a question that is asked more frequently than it is answered. The officials presiding over the destinies

The officials presiding over the destinies of the Omaha and the Elkhorn railroads are obeying the state law against the use of equipment not provided with safety apollances to the very letter, with the result that their traffic departments are embarrassed and some Nebraska and lows shippers inconvenienced in not being able to get the cars desired. General Manager Scott of the Omaha and General Superintendent Hughes of the Elkhorn have issued orders that no freight cars not equipped with the safety.

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 erguments 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 indoor. Among other interesting facts brought out by the hearing are the following:

The total railway mileage of the United States is about 1350,083 freight cars of the 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 erguments against the extension made by representatives of organized indoor. Among other interesting facts brought out by the hearing are the following:

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CONFUSION THE CONFUSION 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 supplication of new brake levers and all the other attachments in connection the point of the Hamibal & St. Joseph and other Burlington lines in Missouri, with headquarters at St. Joseph, Mo., in place of the same is shown to be about \$40, but sometimes there is an additional expense of from \$32 to \$35 per car, ditional expense of from \$32 to \$35 per car, ditional expense of the new regime.

B. A. Barrows has been appointed paymaster of the Hamibal & St. Joseph and other Burlington lines in Missouri, with headquarters at St. Joseph, Mo., in place of the state law may indicated that his administrations had been dissipated from the case. It is worther or the same is shown to that that he is to receive an important promodition that the new regime.

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the Elkhorn and the Omaha roads.

In lowa 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 ecovened and it is confidently expected that it will postpone the operation of the state law. But 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 postposie the operation of the law. Some have costeded that the State Board of Transportation has authority to follow the example of the Interstate Commerce comexample of the Interstate Commerce com-mission and to postpone the Nebraska law, as that institution did the national law, but

The report of the Interstate Commerce commission of the hearing of the railroads

There are about 1,360,983 freight cars, of which the carriers own about 1,239,305.

Nearly all the locomotive engines, number-

within the states of Nebraska and Iowa. The orders have nothing to do with interstate traffic, as the operation of the law covering that traffic has been postgoned for two years. This means that the orders do not affect shipments from one state into another, but cally shipments that are wholly within either Nebraska or Iowa.

SPLITTING HAIRS.

This distinction brought up quite a dispute concerning the handling of a car not equipped with the safety appliances destined from Omaha to East Omaha. When it was found that the latter point was in Iowa the shipment proceeded all right. The Omaha road will receive a car not equipped with the safety appliances from any other road entering Omaha if the shipment is for St.

the presidents of the great American rail-roads demanded an extension of five years in the operation of the law, the only master mechanic called to the stand to give festimony, 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 repre-scritatives of the train hands generally asked for a two years' extension, though some in-sisted on an extension of only one year, or

roads in this	delnity:	account of the second	
	Number of	Cars with	Cars with
Rallroad,	Owned	Couplers	Brakes
Elkhorn	4,054	3,700	6,49 2.4
Hills Sloux City &	llack 57		5
A ATAIRET ASSESSMENT		340	32
Kansas City Omaha	348	270	32
Northwestern Iowa Central . St. Joe & G	1,804	1,120	55
Island Milwaukee	97 700	20,065	5, 59
Kansas & Colo Pacific U. P., Lincol	rado 203	74	14,30
U. P., Lincol.	n & 744	149	74
O. R. & N Missouri Pacifi	3,003	5.368	1,783
Oregon Short I. Wabash	Ine. 4,158	1,347	3,617 2,200
Union Pacific . Rock Island	10,000	6.973 10.571	9,148 6,61
Burlington U. P. D. & G	38,F54 2,616	24.429 1.445	16,513
Central Brane	544	22	.64
Sioux City	& 91	3	-
Sioux City, O'	Neill	2.000	3.50
& Western		1144	3,000
Railway Notes and		Personals.	

or the Port Arthur Route, has returned rom a short trip to Chicago.

Freight Traffic Manager Munroe of the Union Pacific is in Kansas City attending a conference of the freight men.

headquarters at St. Joseph, Mo., in place of M. B. Merriman, deceased.

The new schedule of working hours at the Union Pacific shorn went into effect yesterday merning much to the gratification of the employes. The new schedule raises the number of hours per day from seven to eight. Robert Gillham, general manager and chief

engineer of the Kansus City, Pittsburg & Guif and controlled lines, has been elected a member of the Institution of Civil En-gineers of England, overcized in 1818. Edwin W. Winter former president of the Northern Facilie, will sail today for Europe. He will spend the rest of the winter and a portion of the spring in Egypt. It is said that it was the prospective delight of this trip that induced him to decline all offers to return to active railroad work.

It is announced that the question of General Agent James D. Welsh, after a service of more than a quarter of a century

No credence is taken among the officials at Union Pacific headquarters in this city in the reports of the critical illness of S. H. formation received here is to the effect that Mr. Clark takes a wais of one mile and a drive of five miles every day. He will remain in the south during the winter but his health is said to be no worse than when he was here last.

Samuel Sloau, who on December 25 and

was here last. Samuel Sloan, who on December 25 comern railroad, has so far declined to receive the handsome golden table service that was presented to him on his 88th birthday, which also fell on December 25. The service cost about \$16,000, which sum was raised among the jurces prior to the time of re-

Treasurer's Pondsmen.

Enters Judgment for the Full Amount of the Verdict

In the case of the City of Omaha against the first term bondsmen of Henry Bolln, ex-509.73 was returned on December 18 last, motion for a new trial and entered judgment tered his order as heinbefore stated. whether the fast passenger trains, No. 1 and 6, will be restored on the Burlington road, between Denver and Chicago, will not be decided for several months yet. Should these trains be restored they will probably be run via. Plattemouth and not through Omaha. the supreme court.

The trial of the case of the city against federal court yesterday, with the trial with the Union Pacific road at Cincinnati, will the Bolln bondsmen consumed all of the with the Union Pacific road at Cincinnati, will the Bolln bondsmen consumed all of the time between November 15 and December 18 last, and immediately after the verdict was messars. Ingersoll and Liston, traveling freight agents of the company, whose head-freight agents of the company whose head-freight agents of the company, whose head-freight agents of the company whose head-freight At all the freight offices of the local roads yesterday something akin to a reformation was noticeable. Under the strictest orders from the heads of the roads nothing but rates found in the published tariffs are

Yesterday upon the convening of court Attorney Mahoney, for the bondsmen, sold that he desired to call Juror Cain to give

would be impossible to rebut.

Attorney Mahoney said that the testimony was cumulative, and bore out the facts pleted the thirtieth year of service as president of the Delaware, Lackawanna & West-sworn to by certain jurors who had filed affi-

JUICGE SLABAUGH DICCOES BOLLN CASE Soration and Doollitle was a matter of discussion that was something that the court cuscion that was something that the court had nothing to do with, as every jury was entitled to discuss and weigh the testimony of every witness on the stand. Such a discussion was the very province of the jury. Regarding the affidavits of jurors that the case had been discussed prior to being submitted, the court was of the opinion that they were move in the nature of sections. they were more in the nature of sentiment

than evidence.
Passing to the case in chief, Judge Slabaugh gave little attention to the motio for the new trial. He said he had watche the evidence very carcfully and could com-to see other conclusion than that the verdic should stand undisturbed, whereupon he en

MATTERS IN THE FEDERAL COURT. Judge Munger Takes Up Disposition of

Criminal business was token up in the

on the charge of selling Pquor on the Omaba reservation. They were F. M. Rich, Fred Cayou and George Goodwin, white men of Decatur, and Sampson Gilpin, an Indian. Rich pleaded incocence, but the being quoted. One freight man confessed detect the evidence of certain wittended their guilt. Gilpin was let that it had been so long since he had quoted they had said prior to the submission of the guile to see what the tariff rates really were. The full amount.

Indian. Rich pleased it docence, but the others admited their guilt. Gilpin was let they had said prior to the submission of the guile to see what the tariff rates really were. The full amount. way deferred. As Gilpin could not speak English, one of the others interpreted for him, and he caused some amusement by ad-

United States Marshal Allen, who spent all day yesterday in rounding them up. He was accompacted by his brother, and while the two were driving corth of Tekamsh, their buggy tongue broke. Allan at twee confiscated a hayrack that was preceding him on the road and with this be gathered in his prisoners. A heavy load of witnesses were also given a hayra k ride during the afternoon.

shipment proceeded all right. The Omaha the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road will receive a car not equipped with the safety appliances from any other road it appears that the cost of applying allowed the same to branch with a said in reference to the magnificent girt. In the same of the same to branch with the couplers, including the price of the same, to branch as and the price of the same, to branch as and the price of the same, to branch as and the safety appliances from any other road training their verdicts. The same of the telegration.

I appears that the cost of applying allowed the price of the same, to branch as and the price of the same, to branch as and the same of the training their verdicts. The same of the tendent and other the couple of the the same of the training their verdicts. The same of the training their verdicts. The same of the same of the same of the the same of the same of the training their verdicts. The same of the tr

sas Pacific and Denver Pacific lines the separation could not be made with proper regard to the rights of all parties at the

Special Sale

Underw

Judge Munger has the application under consideration. He has informed the Western Union attorneys that he does not believe that he has the power to grant the extension of time asked for. He is, however, engaged in looking up authorities on the question.

Deposition of the Receiver. The deposition of Receiver H. E. Edwards of the Bank of Commerce of Grand Island has been filed in the federal court case of the Modern Woodmen of America against the Union National bank. In this he testifies that he was unable to find amongst the bank papers the check for \$27,265 drawn in favor of the bank by D. C. Zink, who was at that time head clerk. It was for the amount of money represented by this check that the Union National bank of this city issued a certificate of deposit, and the action is brought to recover on the certificate. The check was drawn December 30, 1895.

Service Not Good

A case involving the question of services on a nonresident was up before Judge Slaa summons upon a traveling man of such corporation was hardly in compliance with the provisions of the statutes. The case was one of Kruger against the L. Wolff Manu-

"collect on delivery," thus hurting his finan-cial standing. Suit was brought and the summons was served on a traveling sales-

Notes from the Courts.

Judgments for the following named smounts have been entered against the Omaha Fire Insurance company: E. H. Hubbard, \$971; Peter F. Thompson \$2,625; O. H. Snyder, \$367.

W. A. DeBord has filed his bond in the sum of \$3,000 and entered upon the discharge of his duties as receiver of the Northwestern fereal company. He was appointed to the

John F. Cleveland has sued, alleging that Thomas Sweetman owes him the sum of \$620.97 for work and labor performed. The plaintiff says that he entered the employ of the defendant July 1, 1895, and that he has never been paid in full for the labor that he has performed since that date.

Peter Befort has sued the Chicago, Burlington & Quincy Railroad company in an action to recover the sum of \$441.50, alleged damages. The plaintiff alleges that he was employed at Gibson as a coal heaver and that while so employed was injured by one of the engines of the defendant.

It is easy to catch a cold and just as easy to get rid of it if you commence early to use One Minute Cough Cure. It cures coughs, colds, bronchitts, pneumonia and all