Facts About the Auxiliary Fleet Purchased by the Government.

SCOUTS, PATROL AND SUPPLY VESSELS

Tremendone Strength, Rove and Fighting Capacity of Three Monster Buttleships Now on the Stocks.

In the hurry and rush of war preparations, eays Harper's Weekly, the Navy department has found it necessary to buy an extensive auxiliary fleet of yachts, tugs and colliers to assist in paval operations. These vessels are for use as scouts, dispatch boats, patrol and supply vessels. The most noted of these auxiliary boats is the Mayflower. From time to time other yachts have been bought, and the total cost of the minor craft to the navy is estimated at about \$3,000,000. This money comes from the emergency appropriation of \$50,000,000, made by congress to be expended for war preparations at the discretion of the president.

Among the newer additions to this fleet

are: (1) The yacht Columbia, renamed the Wasp, formerly owned by J. H. Ladew. It was built in Philadelphia. It is of steel, is 180 feet 8 inches long, 22 feet beam and draws 15 feet of water. Its tonnage is 380. It is 4 years old. (2) The Hornet, formerly the Alicia, was built in Wilmington, Del., in 1890, for Henry M. Flagler. It is of steel, measures 302 tons, is 160 feet long, 13 feet 5 inches deep and of 24 feet beam. (3) The Eagle, formerly the Almy, was Frederic Gallatin's yacht. It, too, was built in Wil-mington, Del., in 1890. It is of steel, is 170 feet 5 Inches long, 24 feet 2 inches wide and 12 feet 4 inches deep. Its torneage is 365.
(4) The Hawk, formerly the Hermione, la also of steel and belonged to Henry L. Pierce of Boston. It was built in 1891 at Palsley, Scotland. It is 145 feet long and measures 360 tons. (5) The Vixen, formerly the Josephine, was built in 1896 for P. A. E. Widener of Philadelphia, at Nixon's ship-yard in Elizabeth, N. J. It measures 545 tons, is 191 feet 8 inches long, 28 feet 3 inches wide and 15 feet 3 inches deep. (6) The Scorpion, formerly the Sovereign, belong-ing to M. C. D. Borden. It is the largest of six yachts and approaches the Mayflower in size and speed. It measures 627 tons, is

228 feet 5 inches long, 27 feet 8 inches wide and 16 feet 7 inches deep.

All those yachts will be armed with rapid-fire guns, the largest size being six-pounders. Some of the vessels will be available in time as torpedo beats. At present their armament will be such as to cope with an attack by torpedo boats. All are to have a thin strip of steel plating placed on their sides as an extra precaution against light weight missiles. Their speed varies from fourteen to eighteen knots an hour. They will be commanded by officers of the lieutenant and lieutenant commander rank, and probably will be ready for service within ten days. PURCHASES ABROAD.

The purchases of war ships abroad for the many have been four, the New Orleans, formerly the Amazonas, and her eister ship, the consist of nothing more than a lot of patchwork dating from the beginning of the re-Albany, formerly the Abrouali, both of which were being finished in England for the Brazilian navy; the Topeka, formerly the Diczence, built originally for Portugal, and validate the calls he had been forced to lessue

latest addition to the foreign-bought war officials this morning, when it was supships. Portugal never took the ship after she posed that the way had been cleared in was finished. She is a vessel of the Detroit class, measures 1,800 tons, is of about six- National guards as volunteer troops, was a teen knots speed, carries six 4.7-inch guns in her main battery and ten rapid-fire guns of various sizes in her secondary battery. She has a protective deck. Little is known in this country of the torpedo boat Somers, except that she was purchased in Pillou, Germany, and is about seventy-five feet long. She probably is slow, as torpedo boats go, and will be able to show only twenty knots speed. The Topeka is to act as her consort sists of twelve companies with three majors,

One of the most important purchases of ships by the navy was that of the four Morgan liners El Norte, El Sud, El Sol and El They are fast ships, capable, it is said, making twenty knots an hour. They have been plying between New York and New Orleans. They are of about 4,500 tons each, 380 feet long, forty-six feet wide and draw about twenty feet of water. They are fine specimens of marine architecture. They armed with 5-inch guns in their main batteries and 6-pounders and smaller rapid-fire guns in their secondary batteries. Each will have three magazines. They have a large steaming radius, and it is probable that in case our army invades Cuba they will be used as troop ships. These appropriate names have been selected for them—Yankee, Dixle. Prairie and Yosemite.

THREE GREAT BATTLESHIPS. Three more of our battleships, the Illinois, Alabama and Wisconsin, are rapidly advancing toward the time of launching, and by the fall they will be ready to be put in the water. These vessels were provided for by act of congress approved June 10, 1896, the Illinois going to the Newport News Ship Building company for \$2,595,000, the Alabama, for \$2,650,000, going to Cramps', and the Wisconsin, for \$2,674,950, going to

the Union Iron Works of San Franciscoo The ships combine structurally the bes features of the lowa and the Kearsarge, having the high freeboard of the former and the moderate draught of the latter.

As the vessels are sister chips, a descrip

tion of one applies equally to the others, and the principal dimensions and general features are: Length on load water line, 368 feet; beam, extreme, seventy-two feet 2.5 inches freeboard, forward, nineteen feet six inches aft, thirteen feet six inches normal displacement, 11.525 tons; draugh at normal displacement, twenty-three feet six inches; load displacement, 12,150 tons; draught at load displacement, twenty-four feet 7.5 inches; maximum indicated horse-power (estimated), 10,000; speed (estimated) sixteen knots; normal coal supply, 800 tons bunker capacity, 1,200 tons; comple

These chips are the most formidable battle ships we have yet designed, and in the wers of offense and defense are the equal, not the superior, of many European vessels of greater displacement.

MONSTER GUNS. The main battery will consist of four thirteen-inch breech loading rifics, supplemented by fourteen six-inch rapid fire gune. The thirteen-inch guns are mounted in two balanced barbette turrets of fifteen-inch Harveyized steel—the defensive equivalent of twenty-two inches of ordinary steel-while the face plates about the gun ports are two inches thicker. These turrets turn through aree of 270 degrees, and all four guns can be concentrated upon a point about sixty feet off the ship's beam on either side. Each one of these guns fires a hardened steel shot of 1,100 pounds, with an impulse of 33,627 foot tons. It takes a vivid imagination indeed to foreage the consequences of four such shot planted on a single point. Nothing could withstand that stroke within even the long

range of modern warfare.

The barbettrs, within which are located the vital mechanism for these guns, and also their ammunition hoists, are of hardened steel fifteen inches thick, and ris-solidly from the foundation of the heavy

protective deck up to about four feet above the decks on which the turrets lie.

The battery of rapid-fire six-inch guns ke placed on the maio and the upper decks. Four of them, in two heavily armored citadels smidships, hold commanding positions on the upper decks, while the remaining twelve, also behind six inches of armor, are divided into two bat-

NEW VESSELS FOR THE NAVY teries—four amidships and one well forward on each eide. Splicter bulkheads of steel an inch and a half thick separate the gun staions one from another and heavy shield prevent the admission of shot through the ports. These guns will have an individual rate of fire of five aimed shots a minute, each chot weighing 100 pounds, and capable of piercing, undeformed, through a trifle over eight inches of steel 1,500 yards distant.

THE SECONDARY BATTERY. A secondary battery, consisting principally of sixteen six-pounders, is disposed advantageously on the main deck, well forward, on the berth deck, well aft, and upon the superstructure and bridges where promising most effective service against torped craft and the exposed positions of an enemy's lecks. These guns can be fired quite ter imes a minute.

Protection to the hull is provided by a seven and one-half foot water line belt—half under water at normal draught—reaching from abreest the after turret forward to the stem. From a point abreast the after turret to another abreast the forward one this armor has a maximum thickness of sixteen and one-half inches—thence it tapers gradually to four inches at the stem. At each end of the heavy selt athwartships bulkhrods of bardened stee welve inches thick reach from side to side and oppose raking fire. On top of these walls rests the main body of the protective deck, two and three-fourths inches thick. A continuation of this protective deck, three inches thick, runs clantingly to the bow and

to the stern, to points below water.

Above the water line belt, throughout the range of its heaviest part, the sides are re-inforced by five and one-half inches of steel. tions, the solo parts being taken by Mrs. reaching up to the upper deck, also running ithwartships like the thicker belt, and it le through this armor that the amidehip sixlinch guns and the two torpedo tubes on each side are worked. A complete band of cornpit cellulose binds the ship from bow to stern just above the line of the water line flowers were mostly lilies, lilies of the val-

There are two armored fighting positions, the forward one being just below the pilot douse and abaft the bow turret, the after one just abatt the mainmost and up in the superstructure. The forward one will be ten inches thick and there the captain will con-The forward one will be ten trol his chip in action, and the after one will be six inches thick, and a position for either the admiral or the signal officer during con-

The chips will have twin screws, driven by two sets of powerful triple-expansion engines.

One great central electric power plant will provide for the control of the turrets and all ammunition hoists, while a supplementary plant will fursish the energy for the electric and Mrs. Charles Turner, who are numbered eignals end the great acarchlights. Wood has been used sparingly, and all of it will be ficeproofed.

The ship that can live against that minute's broadside of 8,440 pounds of hardened steel, hurled by any one of these vessels and well aimed, must be stronger than any of those yet factioned.

CONFLICT IN THE MILITARY LAWS Hampers the Government in Calling

Out the Militia. WASHINGTON, April 20 .- The object of most concern at the War department this morning was the calling out of volunteers. This turns out to be a much more complicated question than was at first supposed and the officials in desperation are looking to congress for immediate relief in their ex-Ablany, formerly the Abrouall, both of which were being finished in England for the Brazillian navy; the Topeka, formerly the Diegence, built originally for Portugal, and the Somers, a small torpedo boat secured in Germany. The New Orleans was finished when bought, and salled promptly for this country with the San Francisco, our flagship on the European station.

The Topeka formerly the Diogenes is the Topeka formerly the Diogenes of the tropeka formerly the Diogenes is the Topeka formerly the Diogenes of the City Accountry with the San Francisco, our flagship on the European station.

The Topeka formerly the Diogenes is the Topeka fo conflict between sections 1106 and 1165, revised statutes. It was the purpose of the department, in deforence to the wishes of the national guardsmen, to allow them to pre-serve their own organizations in the event that they are called into the service of regiments are all organized on the three-bat tallon basis, and each infactry regiment con battallon adjutants, etc. The regular army organization provides for one major and a very much reduced staff of officers and ten comparies. It is manifestly impossible therefore, to muster the national guardsmen into the army with their present organiza-tion, and it is believed to be inexpedien to attempt to reorganize the guard on so short notice.

St. Louis Celebrates the Occasion ST. LOUIS, April 20.-Mayor Ziegenheim had made preparations for a patriotic display when the action of congress and the ultimatum should be signed. The fact that the president had put his signature to these documents was promptly telephoned to his honor by the Associated Press and he immediately ordered the fire bells rung and 100 bombs fired. It had been previously arranged to blow every steam whistle in the and when the bells were heard the Douglas din that broke out resembled that of New Year's moroing. To this was added the of thousands of enthusiastic people before the newspaper bulletin boards. Amer-

son of the famous dictator, Santos, who is a Uruguayan naval officer, is now serving on board the Spanish cruiser Vizcaya. Other Uruguayan officers are about to enter the service of Spain in its army and navy. The police are now guarding the United States consulate in Asuncion, Paraguay. The Spaniards have made no demonstrations against the United States. They have been ohibited from burning effigies of President McKinley and other American statesmen.

Passenger Steamers Are Safe. HAVANA, April 20 .- Although the Plant teamers have suspended their trips between Tampa and Havana, they possibly fearing seizure in the event of hostilities. Captain General Blanco has notified Alexander Gallon, the British consul here, who is acting for the United States, that even in the case of war being declared the regular passenger will be considered as sailing unde a neutral flag.

Tennessee Sends Greeting. Taylor today sent the following telegram to

President McKinley: Tennessee awaits your call for volunteers. The blue and the gray will march together into battle under old glory, keeping step to the music of "Yankee Doodle" and "Dixie," and the fur will fly and the earth will trem-

Starts the Whistles at Chiengo. CHICAGO, April 20 .- As soon as the news was received here of the president signing the Cuban resolutions and the ultimatum to Spain manufacturing establishments in different parts of the city were notified and the action of the president was made known to the people of Chicago and suburbs by the blowing of whistles and the ringing of bells

Insurgents Suspend Hostilities. NEW YORK, April 20 .- A dispatch to the Herald from Havana says: It is reported from Matanzas that the insurgent govern-

CURTISS TURNER'S FUNERAL

Final Services Over the Body Held at Family Home.

SKETCH OF THE YOUNG MAN'S CAREER

His Work as an Engineer and His Interest in the Public Affairs of Omaha_Why He Went to Alaska.

The funeral services over the remains of the late Curties C. Turner were held at the family residence, 3318 Farnam street, yesterday afternoon shortly after 2 o'clock. They were attended by a large assemblage of prominent citizens that quite filled the spucious parlors and the broad hallway of the residence. The services were conducted by Rev. Thomas J. Mackay, rector of All by Rev. Robert Doherty. The ritual of the Episcopal church was used throughout, the service being read by Dr. Muckay and the prayer being said by Dr. Doherty. There were no cemarks outside of the regular church service. A quartet choir from Trin-Cotton.

Flowers in rich profusion were about the casket and in the parlor where the remains lay during the services. On the coffin were two particularly beautiful bunches, the one ley, roses of white and of red, and numerous designs. Prior to the services the remains were viewed by the family and the nearest friends. The pallbarers were: Edward Porter Peck, Alfred Millard, Charles L. Saunders, Frank Hamilton, Clifford Smith, Victor Cald-well, William Doane, Luther Drake, Charles W. Hull, John G. Berry and George Mercer. Interment was made at Forest Lawn cemetery, the services at the grave being conducted by Dr. Mackay.

SKETCH OF MR. TURNER. The following sketch of Mr. Turner was prepared by one of his intimate friends and associates in the different organizations in

which he was interested: among the pioneers of Omaha, buying comamong the pioneers of Omaha, baving come to this city in 1855. He was of theroughly American stock. His family on both the paternal and maternal side settled in America during the colonial period, and he was directly descended from men who occupied a place in the fighting ranks in the revolutionary was and the was of 1812. revolutionary war and the war of 1812. He was born in Omaha, August 31, 1863, was educated from the Omaha High schools and graduated from the Omaha High school in 1881. After a year of further preparation he entered the scientific department of Yale university, from which he graduated in 1885. In 1886 he returned to the university and took a post-graduate course of one year. Coming back to Omaha, he entered upon the profession of a civil engineer, for which he was exceptionally equipped, not only by his thorough education, but by natural bent and capacity. As a civil engineer he was occupied in work for the Missouri Pacific Rall-road company; for the Omaha Cable Tramway company during the construction of cable roads in this city; in the office of the city

ADVOCATE OF GOOD ROADS. Mr. Turner was an enthusiastic advocate of good roads. He had given the question much study, both from a scientific and from popular standpoint, and was perhaps the est informed man on the subject in Ne-raska. In 1892 he maugurated a "good oads" agitation, having for its object the improvement of roads in Nebraska and par-icularly in Douglas county, by lessening the grades, narrowing the width, improving the nethods of construction and drainage avoiding heavy and expensive fills and cuts y following natural levels instead of adhering in all cases to section lines. In pursu-ance of this purpose he explored nearly every oot of Douglas county and made a topographical survey of every quarter section of its surface. He addressed numerous public meetings, prepared and pushed before successive legislatures a carefully studied and comprehensive revision of the laws relating to reads, secured the support of many organizations and succeeded in arousing a strong and active public opinion, which, while unable to overturn the long-standing system of section line roads, has had a marked influence in bringing about the great improvement in the care and management f our county roads which has been so no-

decable during the last five years. When in 1893 the proposition to vote bonds for the construction of the Platte canal was brought before the people of Omaha and Douglas county, Mr. Turner became convinced after a careful study of the engineering, financial and water supply con-ditions that the enterprise was not a desirable one for the community to undertake and before the newspaper bulleth boards. American and Cuban flags were run up all over the city and great enthusiasm was shown everywhere.

South Americans Join Spanish Navy.

NEW YORK, April 20.—The Herald correspondent in Montevideo telegraphs that a little support from the press or organized bodies succeeded in defeating the issue of the books. The margin was very small and there is no question whatever that but for Mr. Turner's pecsistency the bonds would have been veted. While the civic patriotism and good intentions of those who advocated the Platte canal enterprise have always been recognized by the community, there are few persons now who will not admit that the plan was ill-considered, that if its immesse financial burdens had been fastened upon our citizens the exposition would have been an impossibility and that the community owes much to Mr. Turner for his intelligent, courageous and almost single-handed fight against the project.

Mr. Turner took an active interest in many other public matters, such as the laying out of the Omaha park system, the fight against the fifty-year gas franchise, the location of the expesition grounds and many others. In his interest to public affairs he represented a high type of young citizenship, following his housest convictions rather than self-interest, and fortifying all his opinions NASHVILLE, Tenn., April 19.-Governor by a careful and intelligent study of the ATTRACTED BY THE KLONDIKE.

In the summer of 1897 the Klondike region began to attract general attention. Mr Turner, being of a very energetic and enter-prising character and being greatly dissatisfied with the enforced loactivity in the er gineering profession caued by the prevail-ing financial depression, became at once interested in the possibilities of the new country. The mining features of the district he cared nothing about, but he believed that the transportation question afforded an inter-esting field for engineering work and a rich promise of profit. He realized the impor-tance of a shorter and quicker means of communication than the St. Michaels route, and as a result of his investigations inclined strongly to the route by way of Chilkoot pass, the upper lakes and Lewis river. His first idea was to build an aerial tramway over the roughest part of Chilkoot pass, but in this design be was anticipated. In November, 1897, he went to Alaska in person to look into the situation. After returning home for consultation with those interested in his investigations, he again departed for Skagway in December, 1897. After a thor-

death, had packed to the top of Chilkoot pass the material for two boats, each of ten tons burden, which he intended to use for the transportation of freight on Crater lake and Long lake. His action in this regard tons burden, which he intended to use for the transportation of freight on Crater lake and Long lake. His action in this regard was only the first step in a larger plan for a transportation line along the entire route from Chilkoot pass to Dawson, which he hoped to work out upon further investigation and acquaintance with the country.

His freight would have been taken at the top of Chilkoot pass, and an idea of the business to be done may be gained from the following extract from his letter of March 24, describing the scene at the top of the pass:

pass:

There is nothing else in the world like it. Below is the great string of thousands pushing up for the final lift over the hill-horses, dogs, goats, oxen, men with sledges, men with packs, men with windlasses, men with block and tackle and everything or anything that can drag a pack or a load can be seen here. There is a straight and apparently vertical black line of packers so close to each other that when a foot is lifted another takes it place, and woe betide the tired packer who steps aside to rest, for his place is lost.

The last letters received from Mr. Turner announced him as in the best of health and well satisfied with the progress he was

well satisfied with the progress he was making. Men who knew him in Alaska Rev. Thomas J. Mackay, Itelah assisted Saints' Protestant Episcopal church, assisted state that he was unaffected by the climate, by Rev. Robert Doherty. The ritual of the full of activity and very much liked by all who met him.

In the course of his business he had frequent occasion to travel up and down the pass. On April 3, while a heavy storm wan prevailing, a number of snow sildes occurred on the trail above Sheep Camp. The first took place about 2 o'clock in the morning and overwhelmed a number of people. Other avalanches followed, but owing to the fury of the storm and the destroying of commu-nications, parties at Sheep Camp were not aware of what that happened. Mr. Turner was stopping at the Woodlawn hotel at Sheep Camp and in ignorance of danger started up the trail at about 9 o'clock and was caught, precumably, at about 10 o'clock in one of the last slides which took place. His body was recovered on the third day after the dicaster and was brought home through the kind offices of William Preston of this city. HIS SOCIAL LIFE.

Mr. Turner was a man of pleasant and social disposition who made acquaintances very easily and was one of the most widely known and popular young men in the city. He was a member and at one time president of the High School Alumni association; a member and vice president of the Sons of Omaha and a member of the Omaha club. In January, 1896, he was elected secretary of the latter organization and served in that capacity up to the time of his departure for the Klondike. His administration of the office was particularly efficient and successful and resulted in a very decided improvement in the management and financial condition of the institution.

Mr. Turner was a man of fine physical appearance and marked force and ability. His mind was active and interested in a wile range of subjects, and his views were broadened by education, by constant reading, by acquaintance and conversation with many classes of people, and by extensive travel in this country end abroad. His judgment was keen, critical and conservative, and he pos-cessed the ability to give his decisions and opinions effective expression whether in con-versation, speaking or writing. His charac-ter was marked by inflexible honesty, good faith, directness of purpose in all things and the possession of the courage of his convictions in a rare degree.

His friendship was highly valued by those

who possessed it. In ordinary social inter-course he was a most agreeable companion and in times of trouble he was strong, sym-

valuable members.

BURGLARS MAKE ANOTHER RAID.

sacked and Robbed. Burglars made a raid Tuesday night on the residence of John G. McNeal at 2524 Pierce street, while the family was out vieiting friends, and made a good haul. They secured jewelry and money to the value of several hundred dollars and got away with their booty so successfully that the police have no clew as yet upon which to work for the apprehension of the robbers or the

recovery of the property.

The family closed up the house abou 7:30 o'clock and went away. They returned home about 9 o'clock and in the meantime the burglars got in their work. Entrance to the house was effected through a side window. The catch was broken off with a chisel and the sash raised without difficulty. When the burglars left they lowered the window, but forgot to return to the place from which they had taken the chisel the tool that aided them in getting into the house. It was found lying under the win-

surprised to find everything topsy-turvy. The burglars had ransacked every cluset and every drawer for valuables and money, strewing their contents over the floore in most com-plete disorder. Chairs and ohter articles of furniture were turned over and all of the beds stripped of their mattresses and lines. An examination showed that nothing but jewelry and money that was in the house had been carried away.

End of the Case Which Elicited Some

Official Sympathy. The young son of Lulu Peoples, who was received at the city jail in the last stages of diphtheria, died yesterday evening at 222 North Twelfth street, where the mother of the child had received permission from the Board of Health to nurse him. Coronor Swanson took charge of the body and it was prepared for a nice burial in a lot at Forest Lawn cemetery, which friends of the mother purchased for that purpose. Friends also bore all other expenses of the funeral, which occurred from the place where the child died at 10 o'clock this morning.

Assistant City Physician Rolph has made careful investigation in the neighborhood where this case developed, the result of which is that no other signs of the discase could be found. He thinks that nothing serious will result from this case. Dr. Ralph was called to the Castellar school district where it was reported that several pupils attending that school had sore throats with a likithood of an epidemic of diphtheria. He visited the pupils and found that fear was groundless. The children simply had taken cold and the throat trouble was the result. He provided medicine for all the cases, and that was the end of his official inquiry.

Rise in the Missouri River.

bottom of the Missouri is again under water and quite a change can be noticed in the current today. In the twenty-four hours ending at 7 o'clock yesterday morning a rise of 2.7 feet was recorded; in the twenty-four hourus previous to this no change in the river's height was observed. At Sloux City the river rose 2.4 feet in the twenty-four hours ending at 7 o'clock yesterday morning and 4.3 feet in the previous twenty-four hours. According to this rise in the river above here, the river at Omaha cannot be subject to a greater rise than four feet in the next twenty-four-hours. Four feet more of water will give about twelve feet above zero point, or low water, and the danger is eighteen feet above low water. The weather bureau has not been informed of excessive rainfall along the upper river and no high water is anticipated. under water and quite a change can be

Petition is Dismissed. In the case of Louis Flescher and others against the Nebraska Cycle company and Skagway in December, 1897. After a thorough examination of the respective merits of White pass and of Chilkoot pass, he became convinced that the latter offered the most promise, and, at the time of his appeal to the supreme court.

Money Needed to Pay Contractors is Not Immediately Apparent.

CITY UNABLE TO SELL THE BOND ISSUE

Street Improvements May Be De ferred Indefinitely Owing to the Tangle in Which the Financial Situation Stands.

The fallacy of the idea that a war would have no effect as far from the coast as Omaha is indicated by the experience that the city is now suffering in regard to street improvements. Even the suggestion of a war has materially delayed all the paving operations that were in prospect for this spring, and unless the bond market should soon recover from its present stagnation it appears very doubtful whether the paving so desir- girl; able before the exposition will be accomplished until later in the season. The contracts for this paving were executed by the Board of Public Works and submitted to the council for approval two months ago. But the council has neglected to issue the necessary intersection bonds and consequently the contracts were held up while the bond issue was prepared. Then came the war scare and the bonds are still unsold and there geously disposed of until the present con-few nights ago has drawn attention to the on that line. This announcement set the troversy is settled. Even if the contracts gorgeousness and resources of the mangions pace for the other lines, and it was at once lay the pavement until the improvement bonds are sold, and these are in the same surance that they will begin for some time

City Engineer Rosewater is disposed to charge the trouble to the dilatory action of the council. When the previous block of intersection conds was voted he assured the council that the remaining \$25,000 would be required and that they might as well be included. About that time there was some friction between the council and the en-gineering department, because some of the councilmen thought the new charter gave the engineer altogether too much authority, and the suggestion of the engineer was not considered. If it had been followed, the bonds would have been sold with the others at a fair premium, the contracts could have been approved at the time they were awarded and paving would probably now be going on in several districts in the vicinity of the exposition grounds.

Chairman Burkley of the finance committee thinks the bonds should be sold to the contractors if they are willing to take them. Hugh Murphy has offered to take the \$28,000 issued to cover the coat of paving in the districts covered by his contracts, but nothing has been heard from the other contractors on that point. Even if they are all willing still be unsold.

Mr. Burkley thinks there is no tangible prospect of disposing of the bonds for a fair price while the present conditions obtain. The prospect of a government bond

fortune at this time, and is disposed to favor turning the bonds over to the contractors they are willing to take them. Most the other city officials take the same view. They contend that the bonds are worth a premium, but are inclined to believe the whatever premium the city would gain by waiting until the bend market improve would be more than offset by the damage incident to a further delay in paving. The finance committee will ascertain what proposition the contractors are willing to make before the next council meeting and if it is at all favorable the council will probably

ADVISORY BOARD GIVES PERMITS Grants Authority for Street Railway

Extensions. Official authority to make the remaining in the cause of the painters. We think the xtensions and improvements contemplated contractors are doing well by labor, and for extensions and improvements contemplated by the Omaha Street Railway company in view of the exposition was granted by the Advisory Board yesterday afternoon. These include a sloyle track on Emmett street from Sherman avenue to Twenty-fourth street, a double track extension of the Twenty-fourth street line to the base ball grounds at Ames avenue and curves at Fourteenth and Harney and Sixteenth and Harney to complete

one for exposition special service. The Board of Fire and Police Commission ers submitted an estimate of the cost of repairing No. 6 engine house which amounted to \$151. It was approved and at the suggestion of Chief Redell the secretar was directed to advertise for bids for a car-load of three-inch yellow pine lumber to be used in repairing the floors of several cogine houses where this improvement is needed. LITTLE BOY DIES OF DIPHTHERIA. The new engine houses were built without basements, with the result that the floors have rotted until they are liable to become

City Attorney Connell advised the board that where condemned buildings are ordered torn down care should be taken that all legal requirements are complied with in order to avoid possible damage suits. He requested that hereafter the facts in each case be re ferred to the legal department before final action is taken. The communication was placed on file and the city attorney will be requested to advise the board what the exact

legal procedure consists of. EXPRESSMEN WIN THEIR POINT. Mayor Moores Vetoes Another Regulating Ordinance.

The ordinance regulating exprese stands which was recently prepared by the Board of Fire and Police Commissioners and passed by the council has been vetoed by Mayor great a hardship on the expressmen. Accord.

city. After the crime of which Meeks is accused was committed on the night of March prohibited from standing on the streets except at three prescribed locations. This is denounced as an imposition by the expressmen, and Mayor Moores takes the same pressmen, and Mayor Moores takes the same pressmen, and Mayor Moores takes the same pressmen. Moores on the ground that it imposes too prohibited from standing on the streets except at three prescribed locations. This is denounced as an imposition by the expressmen, and Mayor Moores takes the same view. Licensee Inspector McVittie says an ordinance can be prepared that will meet tht objections of the property owners and ordinance can be prepared that will meet tht objections of the property owners and be more satisfactory to the expression. He favors an ordinance similar to the one recently passed for the regulation of fruit and candy stands. This will evict the ex-pressmen from the business district, except as they are given individual permits by the inspector to stand at certain places. This will give the inspector the power to regulate them in the prescribed district and give the feast possible annoyance to business houses. His idea is to make a list of loca tions where the presence of a wagon will not be objectionable and then indicate each spot by a chalk mark on the curb. In this manner a wagon can be allowed to stand at a certain point without objection, where if it was moved twenty feet either way it might be a standing annoyance to property owner.

- Tax Books Are Ready. Chief Clerk Jonathan Edwards of the municipal tax department has completed the tax list for 1898 and it will be turned over 1. The list fil's four tax books this year or one more than previously. Four more books are required for the duplicate list. On account of the large increase in the number

the increased volume of askssments the cost of preparing the list has been materially less than in previous years.

TAXPAYERS EAGER TO SETTLE.

Rush to Pay Before Penalty Attaches Has Already Set In. While the 1897 taxes, collected by the county, do not become delinquent until May 1, there is a great hustle at the office of County Treasurer Heimrod to get in and pay up before the penalty of 10 per cent attaches The rush at this time is nothing as compared to what it will be during the latter part of the present month, but enough people are coming in to keep the county treasurer and his clerks busy most of the time.

Mortality Statistics. The following birthe and deaths were re-

ported at the health office during the twentyfour hours ending at noon yesterday: Births-Sigmund Sanloke, 2620 Oak street, girl; John Milsen, 2525 South Twenty-fifth, girl; Henry Windheim, 1325 South Twenty-eixth, boy; Frank Davis, 1427 South Fourteenth, girl.
Deaths-Edward Taylor, 67, Fiftleth and

Cass, diabetes, interment at Boston, Mass.; Frances Daniels, 16, 1111 Dominion, typhoid fever, Bohemian National cemetery. MENIALS OF WEALTH.

them imported, by the way-at the big mu- Monday, and gave it out that rates that is no prospect that they can be advanta- sical pulled off by William K. Vanderbilt a had been in effect would continue in force that are squeezed up in a corner of a city block here, says the New York correspondent of the Pittsburg Dispatch. At Willie K.'s condition as the intersection bonds. Consequently, instead of having a lot of paving under way, as was intended, none of the contractors are at work and there is no aspensive texture lined up and bowed to the guests as they walked through the great hall and were taken up to the big rooms above, filled with plants and flowers, where another uniformed force met them. Everywhere was the Vanderbilt colors, the Vanderbilt coat-ofarms, the Vanderbilt crest and all the insignia of the mighty power of the house of Pacific and announce similar Vanderbilt. The metropolitan establishments which

employ the largest number of servants, and in which the machinery of management is brothers. Cornelius and William K. The men and women employed in and about the residence of Cornelius Vanderbilt number about forty, and among them are two watchmen, who patrol the front of the house morn ing, noon and night throughout the year. Another man looks after the doors of the great house and sees that they are securely locked when not in use. And there are othrs. Indeed, the homes of certain wealthy New Yorkers resemble hotels in the manner in which thy are conducted, with a manager, chief clerk, servants and private watchmen. The management of many of the tages" at the fashionable summer resorts is upon the same elaborate but systematic scale. When the owner of one of the largest places at Lenox left for his summer home last year a train of ten cars was used in the transportation of his household. Three parlor cars were used for the family. The servants had a first-class day coach to themselves and the remainder of the train was made up of baggage cars and cars for the

It has been decided by Carpenters' and Joiners' union, No. 427, not to support the of agitation for a strike among the painters and decorators working at the exposition grounds. This decision was reached at a meeting of the union Tuesday night, and the attitude of the carpenters end folners is clearly defined by William Turner, their walking delegate, who has made a statement to The Bee regarding

"Our union does not feel that labor is be ing imposed upon by the contractors at the grounds in the matter of wages. We are willing to accept an increased scale, if it should be tendered to us, but es an organization we cannot see our way clear to agitate a strike looking to an en-forcement of demands which some of the labor leaders are championing that reason they ought not to be compelled to fight a strike. My impression is that there are only a few painters at the cottom of this agitation. They have the backing of a num-ber of labor leaders, but even in their own organization there is apparently such strong opposition to their strike movement that I do not think it will ever materialize union went out to the exposition grounds carly yesterday morning and passed the day in a personal investigation of the painters alleged grievances. He has positively de-clared that he would talk no more about the

arrived at and a policy formulated. Big Failure in Brazil. NEW YORK, April 20 .- The Herald's cor respondent in Rio Janeiro telegraphs that the large firm of Lemos, engaged in the importation of petroleum, machinery and other American products, has suspended payment with heavy liabilities. Several banks are

Westerdahl Under Restraint. brought to Omaha from Norfolk in a demented condition, and it was thought that would recover in a few days. He has no mproved any, however, and has been places improved any, however, and has been placed in Saint Bernard hospital, where he will be kept for a month or so and then if no improvement takes places he will be sent to the hospital at Lincoln. Westerdanl is a mail clerk and was on his run when it was noticed for the first time that he was acting strangely. He is not violently insane and seems to be laboring under the idea that he is somebody else.

Burglar Meeks in Custody Thomas Mesks, wanted in Yankton, S. D. on a charge of burglary, is on his way thither in charge of Sheriff Hickey of that

Knights of Pythias. Nebraska lodge No. 1 is making preparations to entertain a large number of visitor this evening, two out-of-town lodges this evening, two out-of-town lodges having indicated their intention of being present with taeir entire membership to witness the work of No. I's third-rank team. Following the conferring of this rank, arrangements are being made to entertain the visitors by a banquet and smoker. Each member of the lodge has been notified of this meeting and members of sister lodges of the city are invited to be present.

Helmets for the Police. Chief of Police Gallagher has selected the helmets which the policemen and ranking officers of the department will wear during the summer Those of the patrolmen will be pearl grey with a leather band of a lighter color. The captains and sergeants will wear navy blue helmets, with a black leather

More Cuban Relief. The Nebraska Relief association received

COTS PACKING HOUSE RATES

Very Low Figure Named on Eastbound Ehipments.

MISSOURI PACIFIC MAKES A SLASH

Reduction from Omaha and Commos Points to St. Louis Startles the Competing Lines Most Unpleasantly.

The Missouri Pacific office created considerable excitement in freight circles here yesterday morning by the announcement of a deep cut in rates on packing house products and fresh meat. Effective April 23, the rate on packing house products and fresh meat from Omaha, Nebraska City and lower Missouri river points to St. Louis will be 5 cents per 100 pounds. From Omaha, Nebraska City and lower Missouri river points to East St. Louis the rate will be 7 cents. The rate from Lincoln will be 3 cents higher than the rate from Omaha, or 8 cents per 100 pounds.

The slash was not enticipated by the freight traffic men and there Vanderbilt's Army of Retainers Bents
Anything in America.

The display of liveried menials—most of it impossible to restore tariff rates on conceded that there could be no successful attempt to restore rates on packing house products by western lines. In the opinion of some traffic officials the foreshadowed decision of the United States supreme court against the further existence of the Joint Traffic association is responsible for the de-cline in rates. Notwithstanding the ancouncement of the Rock Island that it found it impossible to restore rates, it was not thought that any deep cuts would at once be made. It is now thought that the other reads will follow the lead of the Missouri The cut on packing house products and fresh meats will be of especial value to the gove.cement in case the quartermaster's departin which the machinery of management is ment decides to ship a great amount of meat notably intricate, are those of the Vanderbilt from South Omaha and other packing centers to the southern points where the army

RISE IN RATES TO NORTHWEST.

Ten Dollars Added to the Fare to Pacific Coast Points. The passenger rates to northwest points went up a peg yesterday. The advance was made by all lines in rates to Portland, Tacoma and Seattle, the raise amounting to \$10 in first and second-class tickets. Asked whether he thought there would soon be a complete restoration of northwest rates, General Passenger Agent Lomax of the General Passenger Agent Lomax of Union Pacific said: "I can see no immediate prospect for it. I am so tickled to get this partial restoration that I am not saying a word about any further raise." Among other passenger men the general

opinion that a haif a loaf was better than no bread also held good, and there was no little satisfaction that the rates had again reached the point they were at before they dropped to the \$10 scale. The recent New York meeting between passenger officials of the belligerent lines of America and Canada availed nothing in the line of a settlement of the rate war. The Canadian line firmly insists that any negotiations for a restora-tion of tariff rates shall include a concession to it to maintain a differential on through business via Port Arthur, Ont. The Ameri-can lines are steadfast in their determination to consider no agreement any such concession. And there the matter stands.

BARGAINS IN TRANSPORTATION.

Unele Sum Makes Some Rare Deals for Hauling Western Troops The opinion prevalent among railroad men of this city is that the government is getting a bargain on its present movement of troops. Said one railroad official to The Bee: "So keen has been the desire to haul the troops among some of the western lines that the business has been handled on ridiculously low rates. In passenger circles a rate of 2 cents per mile per passenger is consid-ered a fair charge for western roads to make. But some of the troops are now being handled on a rate of 6 cents per mile per car. A car carries about fifty soldiers, so one can readily see how cheap the rates are in comparison with those ordinarily majorained. If Jay Gould could hear of the rates given the government for the troops he would just turn right over in his grave. he would just turn right over in the state. The freight rates are being kept up somewhat better, but even these are widely sep-arated from the freight rates usually quoted. If the cut on packing house products and fresh meats that has just been started results in a general war in freight rates, it is likely that the supplies of the army trouble until some definite conclusion was be moved out of the west at rates relatively do low as those on which the troops handled."

Drouth in California.

John A. Munroe, freight traffic manager of the Union Pacific, has just returned from a trip of several weeks through the west, having visited San Francisco, Los Angeles, Sait Lake City and Denver during his ab-sence. He was in attendance at the meeting of the Transcontinental Freight as-sociation at San Francisco. This meeting adjourned, without the transaction of any business of great importance, to meet in

Milwaukee on May 10. In reply to a question about the reported drouth in California Mr. Munroe said: "They are in bad shape in California on account of the great drouth they have had. The fields are all dried up, the live stock is suffering, and it is doubtful if any of the crops will amount to much this season. It is altogether probable that there will be a demand for our cercals to be sent out of this territory to California during the next few months. There has always been something of a demand for Nebraska corn in California, but there is now very likely to be a much greater demand than there has ever been before."

Railway Notes and Personals. Thomas F. Godfrey, city passenger and ticket agent of the Missouri Pacific, is in

St. Louis, Charles M. Talcott, assistant superintendent of the Pullman company, returned yesterday morning from Kansas City.

Raymond A. Eaton, railroad editor of the St. Louis Republic, has been made one of the telegraph editors of the same paper. P. J. Nichols, general superintendent of the Nebraska division of the Union Pacific re-turned to Omaha yesterday after look-ing over the line in the western part of the

Phil Doddridge, general agent of the Denver & Rio Grande at St. Louis, is in the city, renewing the many friendships enjoyed by him here when he held the position of trav-eling freight agent of the Missouri Pacific. So great is the rush of troops through St. Louis over the Missouri Pacific that Traveling Passenger Agents Barnes of Omaha and Hoffman of Denver will be kept at that point for several days, assisting the general pas-senger department in the handling of the

Vandevilles Get Their Trunks When the case in police court against

troops.

Jacob, Edward and Neilie Weiss, William Howard and a colored man, charged with Howard and a colored management of the larceny as bailed by appropriating the wardrobes of the Revere Sisters, vaudeville artists, is called for preliminary hearing it will be dismissed for want of prosecution. The defendants have delivered to the stage team the latter's trunks.