

OUTLINES THE PLAN OF WORK

Work Laid Out by Omaha Bridge and Terminal Company.

GENERAL MANAGER WEBSTER'S SHOWING

Advicavit Which Will Be Used in the District Court has Now Been Placed on File by the Corporation.

In the matter of the Swift injunction General Manager John E. Webster of the Omaha Bridge and Terminal Company has just filed an affidavit in which he gives some statements respecting the status and purposes of his company.

"The company has already expended several millions of dollars," says he, "in the construction of its bridge, tracks and terminal facilities, and for the purpose of increasing its terminal facilities in the city of Omaha it is engaged in the construction of extensive additions to its plant, which will include tracks, yards and depots that will cost upward of \$1,000,000 more.

"The business of the company is, among other things, to furnish terminal facilities in both Omaha and Council Bluffs for such interstate railroads as may seek to do business in said cities and, as managing officer of said company, the deposit is made with a number of railroads which contemplate building extensions to Omaha, and has every expectation of inducing several of them to construct their lines to this city and to use the terminal facilities which the Omaha Bridge and Terminal Company shall provide.

In order to induce said railroads to bring their lines to this city it is absolutely necessary that the Omaha Bridge and Terminal Company shall be able to provide for said railroads companies depots and tracks at such locations in the city of Omaha as shall be near the business center of the city and convenient for the use of the general public.

"The bringing of such railroads to this city will be of inestimable advantage to Omaha, and the location of its depots and terminal facilities will largely increase the value of the real estate and property in proximity of the site selected.

Intention of the Company.

"The bridge and tracks of said company are mostly in the northern part of the city and there is but one unoccupied entrance into the business part of Omaha from the north, namely, through the street, from Nicholas to Cummins streets. All of the territory from the east side of Fourteenth street, between 17th and Cummins streets, to the Missouri river, is occupied with a vast network of tracks and yards of the Union Pacific; all of the territory from the west side of Fourteenth street to near Sixteenth street is occupied by the tracks of the Chicago, St. Paul, Minneapolis & Omaha and the Missouri Pacific railroads. Immediately west of said tracks is a steep bluff entirely impracticable for railroad purposes. "It is not the intention," continues Mr. Webster, "to construct any tracks either along Webster or California streets, but simply to cross them, close alongside other tracks now crossing said streets, and some blocks away from the property of the plaintiff. The track across Webster street will be east of the Thirtieth street intersection at a point where Webster street is already closed to traffic. The track which will cross California street will be east of Twelfth street, where James O'Rourke has occupied the street with his homestead for the last fifteen years. The company has secured from O'Rourke a right of way, California street is already occupied by the tracks of the Union Pacific and the Omaha Bridge and Terminal Company's tracks would be north and east of those of the Belt Line and on a part of the street which has been closed to the public."

Mr. Webster goes on to show that the streets vacated and closed to the public by reason of other railroad tracks are: Thirtieth, north of Webster; Webster, east of lot 7, block 355; Twelfth, north of lot 5, block 5, and California, east of lot 5, block 5. Allusion is also made in the document to the fact that the Omaha Bridge and Terminal Company's tracks, which are at the intersection of Webster and California streets, southwest of the grant of the Union Pacific, and since then its successor, the Chicago, St. Paul, Minneapolis & Omaha, has completely vacated the part of Webster street which is east of the Pacific has occupied for many years, south and west of the Chicago, St. Paul, Minneapolis & Omaha, will be the part occupied by the Omaha Bridge and Terminal Company's tracks, which will cross Thirtieth street between Burt and Webster, within the private grounds of the Union Pacific.

At the conference of the managers of the California-Omaha roads at Chicago last Monday on the question of fast trains, the speed of freight trains was also considered. There has been no attempt to equalize the speed of these trains either east or west. This applies to fruit and provision trains eastward and merchandise trains westward. This was referred to the various superintendents of the different roads to report upon some line of action which may remedy the discrepancies. The fast passenger train service was also referred to a committee which it is believed will make a report Thursday.

Western Freight Men Confer.

SEATTLE, Feb. 8.—A general conference of western railroad freight officials has begun here. Those present are General Freight Agent George Somers and Western Freight Manager W. L. Benham of the Great Northern; Assistant General Freight Agent H. O. Fulton and General Agent L. A. Nadeau of the Northern Pacific, and District Freight Agent D. G. O'Connell of the Canadian Pacific. It is stated that the conference relates mostly to matters of detail respecting western freights, measurements and classifications, with an incidental reference to the question of the maintenance of overland rates.

Railway Notes and Personalities.

C. C. Cary of Kansas City, commercial agent of the Union Pacific, is in Omaha. E. M. Collins of Quincy, Ill., assistant engineer of the Port Arthur, is in Omaha. A. W. Kelso of Des Moines, assistant superintendent of the Rock Island, is a visitor in the city.

W. I. Allen, assistant general manager of the Rock Island, with headquarters at Chicago, is in Omaha.

The Alice Nielsen Opera company will arrive in Omaha at 1:30 p. m. today over the Northwestern in a special train of five cars.

J. G. Trimble of Kansas City, general agent of the Port Arthur road, has been looking after some legal affairs for the company in this city.

All of the roads west of Chicago have agreed to sell tickets at reduced rates for the convention of whist players at Omaha next Friday and Saturday.

General Manager Bidwell of the Elkhorn has been confined to his home most of the week on account of illness. He expects to be out as soon as the weather moderates.

Lawyer T. H. Brown, who has been out of forty cars, destined for Lincoln, Neb., from a point in Michigan, will be hailed over the Northwestern and Union Pacific roads from Chicago to the Nebraska town. The train will be moved only during daylight, and the manufacturers are making the most of it as an advertising scheme. They have issued a time card denoting the hour at which the train will pass every point from the start to finish. The train will go through Omaha the latter part of next week.

AT BOSTON STORE TODAY

All Grand Special Sale Bargains Advertised in the Past Two Days.

NEVER BEFORE WERE SUCH SPECIAL GRAND BARGAIN SALES—NEVER DID COLD WEATHER SO MUCH INTERFERE WITH THEM—SO WE GIVE YOU

ANOTHER OPPORTUNITY TODAY.

42.50 OPEN WORKED TIES, 50c.

On front bargain square, main floor, 2,600 sample ties, yellow shades and over 150 runners, worth up to \$2.50, go at 50c each.

1.50 KID GLOVES, 49c PAIR.

Big lot imported French kid gloves, worth \$1.50, slightly mussed, at 49c pair.

500 Ladies' Imported French \$1.50 corsets, 50c.

121 pieces new, spring, strictly all wool, imported French chables, worth 50 and 75c yard, go at 25c yard.

35c new, spring, imported organdies, 15c.

\$1.00 ornamental covered Roman striped wide ribbon ties, 10c each.

Cyano wool beaded, entirely new, 25c, 30c, 35c and 40c.

Unusual pompour side combs, inlaid with rhinestones and turquoise, 25c, 35c, 40c and 50c.

Imported jet and fancy dress trimmings, worth 20c, go at 10c.

Big lot 25c imported swiss and drawn thread, embroidered, hemstitched handkerchiefs, 7c each.

Plain white and fancy bordered handkerchiefs, 1c each.

Men's 25c, large size, plain and fancy bordered, hemstitched handkerchiefs, 5c.

Finest French valenciaes, torsons and oriental lace and insertion, worth 25c, go at 15c, 20c and 25c.

1.25 LADIES' WRAPPERS, 39c.

On main floor bargain square, 1,000 ladies' new wrappers, worth 1.25 each, go at 39c each.

10.00 DRESS SKIRTS, \$2.50.

1,000 new spring style dress skirts, in black and all colors, lined throughout, worth \$1.00 each, go at 25c.

BOSTON STORE, OMAHA, 16th & Douglas Sts.

PLANS TO EXTEND ITS LINES

Nebraska Telephone Company Maps Out the Work of Construction for the Year.

President Caspar E. Yost of the Nebraska Telephone Company has returned from Boston, where he went to meet with the principal stockholders in the company relative to the extensions and improvements that are contemplated for the current year. The plans that had been prepared by the local officials of the company have been approved and President Yost has now announced that about 700 miles of new line will be begun as soon as the weather will permit and it will be pushed as rapidly as possible through the season.

The projected extensions involve an additional investment of about \$275,000 and it will probably require the entire summer to fully complete the undertaking. The effect will be to largely supplement the present telephone service in Nebraska and afford direct communication with a large number of towns that cannot be reached with the present facilities.

A synopsis of the extensions that are included in the plans shows the following additional lines:

From Hastings to Holdrege by way of Keneawee, Mliden, Axtell and other intermediate towns; from Edgar to Nelsson; from Edgar to Deweese; from Superior to LaGrange, Blue Hill, Bladen, Campbell, Upland, Hildreth, Wilcox and Axtell; from Genoa to Superior; from Superior to Hardy; from Superior to Bostwick; from Guide Rock to Red Cloud, Inavale, Riverton, Bloomington, Franklin, Napoleon, Republican, Orleans, Oxford, Edison, Papillion and McCook; from Wymore to Republican, Liberty, Burdard and Pawnee City; from Pawnee City to Steinauer; from Heikman to Firth and Adams; from Lincoln to Raymond; from York to Thayer and Greaham; from Daviess to Braden; from Council to Snyder, Dodge, Howell, Clarkson, Leigh, Creston and Humphrey; from Platte Center to Humphrey and Madison; from Genoa to St. Edwards and Albion; from Grand Island to St. Liberty, St. Paul, Elba, Scotia, North Loup and Ord; from Grand Island to Cairo, Nauvoo and Havana; from Litchfield to Mason City, Anselmy and Broken Bow; from Litchfield to Loup City; from Battle Creek to Meadow Grove and Tilden; from Oakdale to Neligh; from Oakdale to Elgin; from Norfolk to Pierre, Osmond and Plainville; from Brock to Johnson; from Durand to Berlin; from Weeping Water to Wabash and Elmwood; from Manly to Murdock; from Union to Nehalem.

Sam'l Burns announces the arrival of the King Charles' ware.

Announcements.

The Alice Nielsen Opera company, which opens a two nights' engagement at Boyd's theater tonight, will play only a few of the largest cities of the west on this season, the tour extending only as far west as Kansas City. A lengthy return engagement will, however, be played in New York, the theatergoing public here having had nearly enough of the beautiful opera.

Ward and Curran, the singing and burlesque artists at the Orpheum this week, were formerly members of the celebrated O'Flippor quartet, that excellent musical organization was in the zenith of its success. Another act that takes well with the audience is Rice and Cady's burlesque German act. Remember next Monday that a Deway souvenir mattress will be given at this house, at which every lady attending will be given an elegant souvenir medalion of the bust of Admiral Dewey.

A 10-day want ad costs you but 55 cents for 7 days in the Morning and Evening Bee.

Her Grand European hotel now open. Elegant rooms, lobbies and dining and grill room. Cor. 16th and Howard.

ARE WAITING NOW TO CONFER.

Union Pacific Telegraphers to Call Upon Railroad Officials.

The telegraphers of the Union Pacific have announced that they are waiting for a conference with the Union Pacific officials, which they expect to be brought about today. Until that conference shall be held and the decision of the railroad company rendered, they will not discuss their demands, or what they expect to do in the event of refusal. They say they were received courteously by the officials when they formally presented their new schedule Tuesday afternoon.

The telegraphers are now working under a schedule which was adopted by the receivers of the Union Pacific in 1864. Under it there are ten-hour, eleven-hour and twelve-hour days, and all men are paid for overtime. The overtime allowance was secured in 1862, and has been in force to the present time.

The committee has been reduced to five members, five having returned to their homes. This is in accordance with custom, as there is nothing more to do now than to conduct negotiations with the railroad company, which five can handle as well as twice that number.

New Line Will Be Independent.

SEATTLE, Feb. 8.—William N. Tiffany of New York and William R. Lowely, who negotiated the franchise and right of way along the proposed route of the Seattle & Portland railway, have arrived in Seattle to arrange the final details for beginning the work. Mr. Tiffany, representing Mr. Tiffany and the other western investors in the enterprise, says: "We have no fettering alliance or arrangements with the Union Pacific or any other road. We have no connection whatever with the Vanderbilt system. The line will be built by Mr. Tiffany and a syndicate of his friends. If Mr. Tiffany files that my presentation is correct, that the proposed plan is feasible, and that the people of Seattle, Tacoma and Portland want the road, it will be built. I have no doubt of the decision."

The line will not follow the old route of the Union Pacific, but it will be on a new line between Seattle and Portland, touching at Tacoma on the way. The growing importance of the trade between Seattle and the south, connecting in Portland with the Southern Pacific and the Oregon Railroad and Navigation company's lines, is given as the reason for the establishment of the new line.

Always Pays His Fare.

President Blackstone of the Alton road, whose defense of the interests of the stockholders of the road may interfere with the scheme of a New York syndicate to purchase the system, occupies a unique position in the railway world. He has long been president of the Alton for some thirty years, and during the whole of that period has steadfastly refused to accept a dollar of salary. Time after time the directors have asked him to name his own remuneration and he has invariably refused to do so. While the Alton road under Mr. Blackstone has always been generous in the matter of giving transportation, the president has been slow to ask similar favors from other roads. He has assisted upon any of the fares for the members of his family and has refused to accept passes for them, saying that the annual passes to himself as president of the Alton is all that he is entitled to.

Speed of Freight Trains.

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Only to Protect the Public.

There have been reports of dissatisfaction on the part of the employes with the vaccination order at Union Pacific headquarters. The management announces that the order was only issued on the advice of the company's physician, who felt it to be necessary to the protection of the employes themselves and it affected everybody at headquarters, big and little, between 300 and 400 people are employed there, gathering from all parts of the city, and the exposure of one person might contaminate the whole force. The business at headquarters is held to be too important to risk being tied up by possible quarantine, and the vaccination order was

Children deprived of fats and mineral foods have weak bones, flabby flesh and thin watery blood.

The milk of nursing mothers, enfeebled by chronic diseases, or long continued nursing, produces the same results.

Scott's Emulsion is cod-liver oil partly digested and with the hypophosphites, forms a fat food which acts on the infant through the mother's milk, giving rich blood, strong nerves and sound flesh and bones to both.

SCOTT & BOWNE, Chemists, New York.

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Alleges Malicious Prosecution.

Max Fried, a grocer, says Thomas J. Mullin for \$5,000 damages for malicious prosecution. The charge was made January 5. Fried was arrested and locked up and January 13 Judge Gordon discharged him. A second charge was made by Mullin of the same offense and again Fried was arrested, imprisoned, tried and discharged. He states that his good name was scandalized and he suffers from the loss of business and annoyance, besides being put to unnecessary expense.

Nixon Is a Suspect.

Billy Nixon was arrested Tuesday night by the police and lodged in the city jail as a suspect. He answers the description of the man who stole some clothing and jewelry from the retail clothing company that town. Nixon is an old-timer here, but has not been in the city for a long time. He is charged with the stealing of some clothing from the store house south of Lincoln and partially because he feared he might be gotten dead if rights on some old charge were set out by being employed in the theft of about \$600 worth of goods from Larsen's tailor shop about six years ago.

The Deadly Grip.

It is again abroad in the land. The air you breathe may be full of its fatal germs! Do not neglect the "Grip" as you open the door to Pneumonia and Consumption and invite death. Its sure signs are chills with fever, headache, dull heavy aching in the joints, discharge from the nose, sore throat and severe-cold cough. Don't waste precious time treating this cough with froths, tablets, or poor cheap syrups. Cure it at once with Dr. King's New Discovery, the infallible or poor, cheap syrups. Cure it at once with Dr. King's New Discovery, the infallible disease buster, heals the lungs and prevents the return of the grip from the malady. Price 50 cents and \$1.00. Money back if not cured. A trial bottle free at Kuhn & Co. Drug store.

Minor Matters in Court.

The bond of P. J. Trumbull, charged with disturbing the peace, has been forfeited.

The jury in the district court acquitted William Dee of the charge of assault and battery on Barber O'Connell.

An amended petition has been filed by Henry Coombs in his injunction suit against Garbage Contractor Alexander Macdonald, the city of Omaha and the City Garbage company. The Coombs seeks to have the garbage contract annulled.

Judge Koyser has taken up the case of Rev. Carl Eving, the Swedish editor, against Jerome R. Taylor. This is a suit to recover commissions on sales made by Mr. Eving, as a sub-agent, of lands put on the market by the Texas land agent and promoter. The amount of the commissions is to be determined.

The city cases of Mike Wigan and Clarence Constancing, peddling licenses in 1897, Henry H. Mendenhall, and the case of Patrick and D. McCabe, treasurers: E. L. McCadden, petty larceny, and Kittle Owens, in dispute, but all cases have all been dismissed by Judge Powell, and those of Minnie Wirth, selling liquor to a minor, and George Jamieson, petty larceny, have been continued.

County Judge Baxter has heard the evidence in the suit of Bernard Gross & Co. against the Transmississippi Exposition for damages because of alleged conversion of chattels belonging to the plaintiffs. Gross & Co. claim title to a large number of booths which were along the midway on the Exposition grounds. They were taken down after the exposition closed. Many of them had been used as melon barrels. It is contended that the booths were the property of the exposition.

Magnificent Trains.

The Chicago, Milwaukee & St. Paul railway has just placed in operation a magnificent electric lighted train between Omaha and Chicago, leaving Omaha daily at 5:15 p. m., arriving Chicago at 8:25 a. m. and leaving Chicago 6:15 p. m. and arriving Omaha 8:20 a. m. Each train is lighted throughout by electricity, has buffet smoking cars, drawing room, sleeping cars, dining cars and reclining chair cars and runs over the shortest line and smoothest roadbed between the two cities.

Ticket office 1504 Farnam street, and at Union depot.

Country Merchants Coming.

The country merchants are already beginning to take advantage of the invitation of the local jobbers to visit Omaha. Twenty-three retailers have been in during this week and the number is constantly increasing. It is expected that next week will be a heavier time than on any previous occasion and the jobbers believe that the experiment will add many new customers to their lists.

Marriage Licenses.

County Judge Baxter issued the following marriage licenses yesterday:

Name and residence.	Age.
Max A. Riechenberg, Omaha.....	25
Isabelle C. Adler, Omaha.....	22
William S. Reynolds, Hotschkis, Colo.....	28
Lavinia T. Brown, Omaha.....	27
Conrad H. Keller, Omaha.....	25
Maria C. Seiberger, Omaha.....	23

"The American Porter" has been demanded for years, but never before successfully obtained. It is a perfected brew of the Anheuser-Busch Brewing Ass'n.

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Relief Expedition Fails.

Effort to Carry Provisions to Water Supply Station Cannot Be Carried Out.

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La Grippe is again epidemic. Every precaution should be taken to avoid it. The specific cure is One Minute Cough Cure. The best remedy for all ages; cures coughs, colds and all lung troubles. Pleasant to take. No one will be disappointed in using it.

NEW CHALLENGE SALE OF SHOES.

10c, 20c, 30c, 35c, 40c and \$1.50, for Shoes Worth up to \$5.00. AT BOSTON STORE, OMAHA, 16th & Douglas Sts.

10c for infant's booties, worth 50c.

25c for children's fine high cut, worn lined overboots.

30c for infant's fancy satin quilted booties, worth \$1.00.

50c for ladies' boucler and bed room slippers, worth up to \$2.00.

60c for misses' shoes, worth up to \$2.00.

\$1.50 for ladies' fine hand turn and welt shoes, worth from \$4.00 to \$5.00 and \$6.00 pair.

\$1.50 for men's shoes, worth \$3.00 and \$1.00.

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"Both gangs are necessary, but the flushing gang is less expensive than the other," says Chairman Rosewater. "The latter is made up of a foreman and a horse at a salary of \$85 a month, two men at \$40 a month each and one man at \$50. The monthly payroll amounts to \$309.75 for the year, therefore, the gang costs \$3,600. The appropriation for sewer maintaining is but \$3,490.75 and after deducting the 10 per cent reserve there is barely enough left to pay for necessary tools. The board must, therefore, dispense with one of the gangs."

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"That I cannot tell. I do not see that the board can do anything if it has no repair men."

City Comptroller Westberg, who is another member of the Board of Public Works, declares that the appropriation for the fund is ridiculously low. He says that the work of repairing the sewers has been conducted as economically as is possible.

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City Comptroller Westberg, who is another member of the Board of Public Works, declares that the appropriation for the fund is ridiculously low. He says that the work of repairing the sewers has been conducted as economically as is possible.

There is no better dinner wine than Cook's Imperial Extra Champagne. It helps digest your food.

SEWER REPAIR GANG LAID OFF

Chairman Rosewater of Board of Public Works Says There is No Money to Pay Salaries.

Chairman Rosewater of the Board of Public Works has discharged the sewer repair gang, saying that the city has no money to pay the wages. The gang has been called upon to repair breaks in sewers which are occurring frequently and has been subject to call work for either day or night. From five to seven men have composed the gang. Two gangs have in the past been employed to keep sewers in repair, the sewer repair gang and what is known as the flushing gang. The former repaired breaks, while the latter kept the sewers clear by flushing them. Both gangs could be employed in past years, because ordinarily \$10,000 has been the levy for the sewer maintaining fund. In the proposed 1899 levy but \$3,490.75 is set aside.

"Both gangs are necessary, but the flushing gang is less expensive than the other," says Chairman Rosewater. "The latter is made up of a foreman and a horse at a salary of \$85 a month, two men at \$40 a month each and one man at \$50. The monthly payroll amounts to \$309.75 for the year, therefore, the gang costs \$3,600. The appropriation for sewer maintaining is but \$3,490.75 and after deducting the 10 per cent reserve there is barely enough left to pay for necessary tools. The board must, therefore, dispense with one of the gangs."

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