

RESUMES FORMER SCHEDULE

Marion Will Establish Previous Denver Chicago Service.

THROUGH TRAIN A DAYLIGHT SPECIAL

Transcontinental Car Will Carry in Denver-Inauguration of New Train to Omaha and New Service to Portland.

A New Time Schedule Will Be Effective on the Burlington Today, in which a number of important changes are indicated.

Several weeks ago the Burlington time cards were radically changed by reason of the introduction of the new transcontinental service between Chicago and San Francisco via the Burlington, Denver & Rio Grande, Rio Grande Western and Southern Pacific routes. The eastbound Chicago special, which had long left Denver in the afternoon, arriving in Omaha the next morning, was changed to leave Denver in the morning, passing through Omaha at midnight. This schedule is now operative and it is the one of particular importance to be changed April 23. In order to provide a daylight train between Omaha and Chicago an additional train was put into service and is at the present time in operation, leaving Omaha at 7:25 a. m. and reaching Chicago at 9:05 p. m.

Officials of the Burlington have, after giving their thorough trial, become convinced that the returns are not sufficiently large to justify the added expense necessary in maintaining a service without any delay. Consequently the new time card that will become effective Sunday, April 23, will be practically the same as was the one prior to the introduction of the San Francisco-Chicago train.

Eastbound, No. 6, the Chicago special, will leave Denver at 4 o'clock in the afternoon, arrive in Omaha at 6:45 the next morning and leave for Chicago at 7 o'clock, arriving at its destination at 8:30 in the evening. This will provide a daylight train between Omaha and Chicago and the operating time of the present daylight express, leaving Omaha at 7:25 a. m., will be discontinued. No. 6 will continue to carry the through sleeping car from San Francisco to Chicago. This car will arrive in Denver on its present schedule at 9 o'clock in the morning, but instead of leaving for the east fifty minutes later will remain in Denver until 4 o'clock in the afternoon.

Discussing this matter a Burlington passenger official said: "We have no particular reason to complain at the passenger car leaving for the east fifty minutes later. However, it has hardly been large enough to justify the expense entailed in its operation on the time schedule we provided. We will continue to carry a through San Francisco-Chicago car and expect that it will be liberally patronized, for the delay in Denver will be acceptable to many people, especially those who are crossing the continent for a pleasure trip."

A new train between Peoria and Omaha is also announced for April 29. This is put on primarily for the purpose of affording connection between intermediate points and Lincoln with the new St. Louis-Portland train which will be established on the same day. This train will leave Peoria at 7:25 a. m. and reach Omaha in the evening at 9:25, proceeding directly to Lincoln and arriving there at 10:55 p. m. The new St. Louis-Portland train, which makes the long journey between the two points named, 2,374 miles, without changes or delays of any kind, will leave St. Louis at 9:02 a. m. and leave Lincoln at 11:10 p. m., permitting of close connection on the part of passengers on the new train from Peoria and Omaha.

Other train changes to be inaugurated by the Burlington April 29 will be the establishment of a new train between Council Bluffs and Creston, leaving the former place at 4:15 p. m. and reaching Creston at 9:35 p. m. After that date, too, the Fast Mail between Omaha and Lincoln, leaving this city at 3 o'clock in the afternoon, will run every day, Sundays included.

AFTERNOON TRAIN TO PORTLAND. Union Pacific's Improved Service Becomes Effective Today. Today and hereafter a passenger for Portland, Ore., can board a train in the Omaha Union station, either in the morning or the afternoon, without having to change destination without change of delay. This is made possible by the inauguration of a double daily service between Omaha and Portland instituted by the Union Pacific, in conjunction with the Oregon Short Line and the Oregon Railway and Navigation Company.

The new service is arranged so that passengers from Omaha and the east can leave this city in the afternoon and make direct connection to Portland. Heretofore the only Portland train has been the "Overland Limited," leaving Omaha at 8:20 in the morning. By the establishment of the new service connection will be made by the "Pacific Express," leaving Omaha at 4:15 in the afternoon, with a new train operating between Granger and Portland over the Oregon Short Line and the Oregon Railway and Navigation Company. The time of the journey will be fifty-five hours and forty minutes, a reduction of two hours and forty-five minutes from the present schedule.

New Omaha Train. The local train over the Omaha road between this city and Oakland, fifty-eight miles north, will have new operating time. It will run daily and will enable the train

owned by the county every person living along it would be storming the county commissioners for a pass over it."

Another commissioner's view of the proposition was given substantially as follows: "Upon short notice I would not want to say whether I would or would not favor such a project. It is a matter that would require careful study. I am not satisfied that such an enterprise could be operated to the profit of the county, although I fully realize that it would be a great benefit to the city. I believe, as does Mr. Harte, that good paved roads leading to the better surrounding towns, would be of incalculable benefit. I would be in favor of submitting a proposition to vote bonds for paving the road between Florence and Omaha, which carries a large traffic and is at times almost impassable. I have no objection to the proposed electric line would cost, but am sure it would cost a good deal of money. Such an enterprise will doubtless come in time, but I do not think the time is ripe for it."

Will Introduce New Cars. The new observation sleeping cars which the Pullman company has been building for the Burlington will make their initial run Sunday, April 23, on train No. 5, Chicago to Omaha, and train No. 12, Omaha to Chicago. These cars are unlike the ordinary buffet, smoking and library cars in that they are placed at the end of the train, instead of occupying a position in the middle. They are seventy feet in length, and each half of the car has ten sleeping sections and the rear is devoted to a smoking room, furnished with easy chairs and sofas. A commodious observation platform, about seven feet in width, comes at the very rear.

Railway Notes and Personalities. G. A. Hutchinson, assistant passenger agent of the Union Pacific, has returned after an extended absence. Nebraska railroad men have agreed upon a rate one fare for the round trip for the popular state convention to be held in Grand Island, June 12.

R. McCullough, third vice president and traffic manager, W. B. Kniskern, general manager, and J. A. Gardner, general manager, are Northwestern officials who spent the day in the city looking after business matters. A meeting was held relative to railway matters of mutual interest with Union Pacific officials.

James J. Hartigan, assistant general superintendent of the Burlington system, left for the east in his private car yesterday, after a short absence from the Omaha and Lincoln office.

The master mechanics and superintendents of the Burlington system here attended a meeting held for the purpose of discussing mechanical interests.

James Godfrey, son of City Passenger Agent Godfrey of the Missouri Pacific, will remain with his mother during her sickness. He arrived from Philadelphia a few days ago to pay his father a short visit.

It is expected that the reconstruction of the building occupied by Burlington headquarters looking toward this end are being made so that the building may be able to begin work without delay. The plans for the building have not yet been submitted by the architect and it is not definitely known what arrangement of offices will be determined upon. The reconstruction will be completed in a few days.

Wh. Address in the Dark. When traveling in the luxurious sleeping cars of the CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY you may turn on the electric lamp and make the berth as light as day.

City Office, 1504 Farnam st.

TWENTY-TWO NEW DOCTORS

Degrees Will Be Conferred Upon Graduates of Creighton Medical College Thursday Night.

Twenty-two young men will be rewarded next Thursday evening for years of careful study and application by having conferred upon them the title of M. D. At that time the annual graduation exercises of Creighton Medical college will take place in the amphitheater of the institution. Prof. J. L. Greene of Lincoln, a member of the faculty, will deliver the principal address of the evening.

Following the customary graduating exercises a banquet will be tendered the graduates by the faculty at the Dolone hotel. Particular interest is taken in the events of commencement time this year because the last year has been the most flourishing in the history of Creighton Medical college. There have been nearly 150 students in attendance and the prospects for an even larger enrollment next year are very bright.

DO NOT TAKE KINDLY TO IT

County Commissioners Not Impressed with Suburban Railway Proposition.

At least two members of the board of county commissioners are not favorably impressed at first blush with the proposal that the county shall build and lease to operators lines of suburban electric railway to surrounding towns. When his attention was called to the suggestion Commissioner Harte, without hesitation or taking time to give thought to the subject, remarked:

"I believe that there are other things that would be of a great deal more benefit than that. For instance, I believe if we were able to have a dynamo out here at the poor farm and to manufacture our own electric light, it would be of more benefit to the county than to be able to get on a first-class train to Fremont or one of the surrounding towns which can now be reached by railroad. I believe that if the money which this project would require were spent in paving and improving the roads, so that farmers could come to the products of their farms, it would be of greater benefit to the county. If we had an electric line

owned by the county every person living along it would be storming the county commissioners for a pass over it."

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White Children Are Given to Child Saving Institute, Black Ones Stay at Home.

A motley crowd assembled in the county court yesterday when the case of A. W. Clark, superintendent of the Child-Saving Institute, against the negro man, Wilson, whose children the superintendent desires to place in homes where the surroundings will be more conducive of a moral life than their present place of residence.

About fourteen witnesses, white and black, testified in the case. The evidence showed that Wilson, a colored man, the father of the children and that he had recently married a white woman in Council Bluffs, who brought to the Wilson home two of her children of white blood; that the four children with their half-colored parents resided in four rooms in what is known as "Ramcat alley"—that is the alley extending from Fifteenth to Sixteenth streets between Webster and Burt streets. It is popularly believed to be one of the toughest parts of town; it is a place where the colored, deaf to noise and insensible to odor.

The witnesses for the plaintiff were of one opinion and that was that "Ramcat alley" could never be relied upon to produce model children. An expert witness called in for the defense testified that the surroundings were such as would not injure the children. There is little probability that the witnesses for the defense had much weight with the judge, who had made a personal investigation of the home and the surroundings. He decided that the institute should have possession of the white children, and that the colored children should remain with the parents until September 1, when a further order in the case will be made.

CLONTARF SCHOOL CHILDREN

County Superintendent Will Order Them Sent to Omaha Public Schools Next Year.

The county superintendent of schools will take a hand in the matter of the Clontarf school children who were denied the privilege of attending the Omaha public schools without the payment of tuition after May 1.

There was a meeting of the South Side and Riverside Improvement clubs Friday night, at which a committee was appointed to wait upon the county commissioners yesterday and ascertain if that body could relieve the children from attendance at the schools of South Omaha or could attach Clontarf to the Omaha district. This was no meeting of the commissioners, but when the matter was mentioned to one of the board he informed the committee that the board could do nothing and referred the members to the superintendent of schools.

That officer stated that he could do nothing to relieve the situation this year, but that he would take such action as would enable the pupils residing in Clontarf to attend the Omaha schools during the coming year. The action indicated by the commissioner is under a state law which provides that where children reside more than three miles from the school house of the district and one-half mile closer to a school house in an adjoining district they may, by order of the county superintendent, be sent to the nearer school house.

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This course of instruction will be continued until the book is finished, and then an examination will be held and the pupils will be quizzed. The school was made necessary by reason of frequent amendments to city ordinances as well as by reason of recent additions to the force.

MARKEL AND SON FILE ANSWER.

Oppose the Appointment of Receiver for the Millard Hotel.

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In regard to the \$3,333 due on rent subsequent to the time of giving notice the defendants claim that the complainant agreed to a reduction of the rent to \$5,000 per year until business would improve and that that amount of money has been tendered him, which he refused to accept. The answer opposes the appointment of a receiver, but does not oppose adjudication of the affairs of the parties to the suit. It claims that the property of the hotel company is now worth \$241,732.18, and prays that if judgment is rendered for the complainant the property may be appraised and sold and the proceeds divided among the parties according to their respective interests.

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DR. MCGREW is known throughout the west as one of the MOST SKILLED and SUCCESSFUL SPECIALISTS in the treatment of all forms of Diseases and Disorders of Men Only.

His REMARKABLE SUCCESS in this line of practice has never been equaled. Possibly there is no man throughout the west today who occupies a position in which there are so many opportunities for doing good toward his fellow man.

Dr. McGrew has one of the most complete systems of Combined Medical and Electric Treatments that can be found in the West.

Electric Belts and Electric Appliances of All Kinds.

His treatment is regarded as an absolute and permanent cure for Varicocele, Hydrocele, Stricture, Syphilis, and All Diseases of the Blood and Skin, Loss of Vigor and Vitality, Diseases and Disorders of the Bladder and Kidneys, Weakness and Nervous Debility.

Call or write him for full particulars about your case and he will advise you in strict confidence free of charge. Medicine and treatment sent everywhere by mail or express at the small charge of only

\$5.00 A MONTH.

25 Years of Unlimited Experience—14 Years in Omaha.

Cures Guaranteed. Home Treatment.

Book, Consultation and Examination Free. Hours 8 a. m. to 5 p. m.: 7 to 9 p. m. Sunday 9 to 12.

P. O. Box 766, Office N. E. Cor. 14th and Farnam Sts., OMAHA, NEB.

Dr. McGrew

16 Pianos

Left over from the Hospe Alteration Piano Sale

They are in our way and must be sold as the partition wall goes in to its place this week—not wishing to move the remaining pianos up to our first floor piano rooms—we will sacrifice at lower prices than heretofore advertised.

Among these fine pianos you will find some new case Kimball pianos, Steinways, Knabes, Bush & Gents, Hoopes, Baldwins, Kreles, and many others at following prices:

\$127, \$147, \$167, \$177, \$197, \$207, \$237, \$247, \$267

and upwards in the following handsome veneers: Burl Walnut, Quarter-sawn Oak, San Domingo Mahogany, Rosewood, French Walnut, etc., etc.

Terms, \$25.00 cash and \$15.00 a month. \$20.00 cash and \$10.00 a month. \$15.00 cash and \$8.00 a month. \$10.00 cash and \$5.00 a month.

Square Pianos at \$25.00, \$30.00 and \$35.00. Terms \$4.00 cash and \$3.