

THE NORTHWESTERN.

BENSCHOTER & GIBSON, Eds and Pubs. LOUP CITY, NEB.

NEBRASKA NEWS.

E. L. Burrington of Beatrice lost his barn by fire.

Peter Soll of Scribner fell out of his wagon and broke his leg.

Rev. E. H. Baker of York, a well known divine, died last week, age

A new daily paper has been started at Plattsmouth by Fellows & Marshall.

Verdon will have telephone connection with the rest of the world in a short time.

Ladies of Auburn have taken preliminary steps for the formation of a Woman's club.

One Cunningham, convicted of burglary at Fremont, was sentenced to two years in the penitentiary.

The little daughter of Hon. S. W. Christy of Edgar, while playing about a bonfire, was seriously burned.

The citizens of Atkinson contemplate voting \$2,000 as a bonus to the Nebraska & Northern railroad.

Nebraska towns all along the line are coming to the rescue of the Cubans with provisions and money.

Jacob Dowhower of Ord is under a bond of \$300 to appear in district court and defend himself against the charge of stealing wheat.

Seward county is sadly in need of a court house, and an effort will be made to submit the question of voting bonds to the people.

A full quarter section of land near Kearney will be devoted this year to raising celery. This is a third larger acreage than last year.

Deputy Marshal Ted Ackerman arrived in Omaha with Thomas Lowell, Arthur Malloy and David Sherman of Niorhara, charged with selling liquor to Indians.

The Flato Commission company, with a capital stock of \$100,000 and headquarters at South Omaha, filed articles of incorporation with the secretary of state.

W. L. Craxton and wife of Omaha have begun a suit in the district court of Lincoln county against Mr. and Mrs. J. L. Minor of North Platte in which the plaintiffs seek to recover \$5,000 damages for defamation of character.

The flywheel on the laundry engine at the Norfolk asylum cast the belt off the governor and gathered speed until it burst. A patient was cut and bruised by flying fragments and the damage to the engine and building was considerable.

A woman named Eugenie, employed as cook at the Ransom boarding house at Wynona, was fatally burned while starting a fire with kerosene. Her clothes took fire, and in her excitement she ran out of the house and around the house several times screaming in terror. Her clothes were literally burned off and her flesh was roasted from head to foot.

Manager Batecock of the Transportation department has written to the officials of the Union Pacific railway asking that the old car which served as a means of conveying the remains of the martyred president, Abraham Lincoln, on its last journey from Washington to Springfield, Ill., be re-erected from the scrap heap in the Union Pacific yards and put in condition for exhibition at the Exposition.

Governor Holcomb, in answer to a request from a New York paper for his opinion of the action of the cabinet in deciding in favor of intervention by the United States in Cuba, sent the following: "I heartily indorse any action by our government looking toward intervention in Cuban affairs. Believe it to be 'justified' by present conditions on grounds of humanity and demanded by our Christian civilization."

The Ullyses Dispatch says: "Miss Edith Lord's birthday falls on the 17th of March, when she will be 17 years old; Miss Jennie Lord's birthday is the 23d of March, when she will be 22 years old, and Harry Lord's birthday is the 27th of March, when he will be 27 years old. In addition to this it will be seen that there are just five years and five days between the first two birthdays, and also between the second and third."

The Union Pacific Railway company, one of the few remaining railroad corporations centering at Omaha that deferred taking stock in the Trans-Mississippi Exposition, has announced a subscription of \$25,000. This brings the total amount subscribed by the railroads up to \$125,000. George Gould has promised a subscription by the Missouri Pacific when the roads earnings will warrant it. The road is expected to subscribe at least \$10,000.

If the price of range sheep does not fall within the next six weeks, says a Fremont dispatch, Dodge county will not be much of a feeding center next winter. Long before this in previous years all of the talling feeders have been west and bought their hands, but the price has been pretty stiff this spring for any money to be made. If there is a drop late in the summer there may be some buying, but that will necessitate shipping from the ranges, so far only one feeder has made a purchase. Cash Reynolds bought a 7,000 bunch at a reasonable figure.

Dora Robinson, an inmate of a hawdy house in Nebraska City attempted self destruction by shooting. The ball entered the left side of the breast and ranged downward. She will live.

M. W. Kipler has filed a suit in the district court of Saline county against W. P. Hanley for \$10,000 damages for slander. W. P. Hanley is one of the leading merchants of Dorchester, and had M. W. Kipler in his employ as clerk until about two weeks ago, when he claims to have discovered that Kipler was embezzling the funds of the firm, and he discharged him. Kipler claims the charge is false, and has commenced suit for damages.

BLOWN UP BY A MINE.

WAS OUTSIDE FORCE THAT DESTROYED THE MAINE.

A Summary of the Findings of the United States Board of Inquiry—The Second Explosion Was that of Two Magazines, Thus Completing the Work of Destruction.

Summary of the Report.

WASHINGTON, March 28.—The Associated Press presents herewith a complete abstract of the court of inquiry which investigated the wrecking of the battleship Maine. This abstract is made from the report itself, access to which was obtained despite official secrecy unparaleled in the handling of official papers. The report is made up of eight parts, as follows: First: The court finds that at the time of the explosion the battleship Maine was lying in five and one-half to six fathoms of water.

Second: The discipline aboard the ship was excellent, everything stowed according to orders—ammunition, guns, stores, etc. The temperature of the magazine at 8 p. m. was normal, except in the after ten-inch magazine, and that did not explode.

The explosion occurred at 9:40 o'clock on the evening of February 15. There were two explosions, with a very short interval between them. The ship lifted on the first explosion.

Fourth: The court can find no definite opinion of the condition of the wreck from the divers' evidence.

Fifth: The technical details of wreckage from which the court deduces that a mine was exploded under the ship on the port side.

Sixth: The explosion was due to no fault of those on board.

Seventh: Opinion of the court stating that the mine caused the explosion of two magazines.

Eighth: The court declares that it cannot find evidence to fix responsibility.

The report is unanimous and is signed by all members of the court. It does not refer to the existence or non-existence of the mine in the harbor, except in the specific finding that a mine was exploded under the ship, and the opinion that the explosion of the two magazines was caused by the explosion of a mine.

The report as a whole is a formal, dispassionate recital of facts and bears the stamp of that strict officialism which marks naval procedure. It is brief, not exceeding 1,800 words, and among the eight parts, goes to the greatest length under the second heading, which deals with the discipline and order of the ship. This the court specifies with extreme minuteness, the least detail of the satisfactory condition of everything on board being given.

The normal temperature of the large forward magazines at 8 o'clock—only an hour and forty minutes before the explosion—disposes of the question of accidental combustion within these magazines. While the court holds that these magazines did not explode from internal causes, they nevertheless are of the opinion that the explosion of a mine under the port side of the ship caused the explosion of the two magazines. This will explain the remarkable destruction wrought, the explosion thus being shown to have combined the force of a mine without and two magazines within.

The two explosions, which the court finds to have occurred, with a very short interval between them, are an additional detail showing that two forces operated in causing the destruction.

The finding that the ship lifted on the first explosion indicates an external force, and one of tremendous power, to be able to lift a battleship of thousands of tons.

The character of the wreckage, technically described in the fifth part, from which the court deduces that a mine was exploded under the ship on the port side, sustains the view taken by some experts shortly after that the force of the explosion was exerted from port to starboard.

The feature of the report of deepest interest to the navy is the complete exoneration of Captain Sigsbee and all on board, contained in the second finding, setting forth the perfect order and discipline prevailing on the ship, and more directly stated in the sixth finding, which declares the disaster to be due to no fault of those on board.

The inability of the court to find evidence to fix responsibility, as stated in the eighth part, makes the report so guarded in the expression of blame that neither Spain nor the Spanish are mentioned throughout.

THE WAR MUST END.

Administration Takes a Firm Stand in Regard to Condition of Affairs.

WASHINGTON, March 28.—It can be stated on positive information that this government will, if indeed it has not already done so, inform Spain that the conditions now existing in Cuba have become intolerable to the people of this country and that hostilities on the island must cease.

This policy is in direct line with the views of the president as expressed in his last message to congress on October 6. In that message he said: "The instructions given to our new minister to Spain before his departure for his post directed him to impress upon the government the sincere wish of the United States to end its aid toward the ending of the war in Cuba by reaching a peaceful and lasting result, just and honorable alike to Spain and the Cubans."

These instructions recited the character and duration of the conflict, the widespread misery it entails, the burdens and restraints it imposes upon us, with constant disturbance of national interests and the injury resulting from an indefinite continuance of this state of things. No solution was proposed to which the slightest idea of humiliation to Spain could attach, and indeed, precise proposals were withheld to avoid embarrassment to that government.

After reading the substance of Spain's reply received on October 23 last the president says: "The immediate amelioration of ex-

isting conditions under the new administration of Cuban affairs is predicted.

Since the delivery of this message evidence has accumulated showing beyond question that the promises made in behalf of the new administration to relieve the conditions in Cuba have not been fulfilled or accomplished. On the contrary, the evidence which has reached the president shows conclusively that the situation is daily becoming more serious. In view of these facts this government has decided to take, if it has not already taken, definite action by informing Spain that while disavowing any interest other than that dictated by a sense of honor and justice to a stricken and starving people, it must insist that hostilities be brought to a speedy termination.

So far as known, no specific date has been fixed within which the war must be terminated, but it is believed that it is the purpose of the administration not to permit of any unnecessary or extended delay. It is known in high official circles that many of the people highest in authority in Spain, including members of the ministry, are extremely weary of the conflict in Cuba and would willingly accede to any reasonable terms for a settlement of the whole question by granting to Cuba independence on an indemnity basis. The opposition to this plan comes from the factions opposed to the present administration, who demand extreme measures if necessary to gain control of the island. In view of these conditions what will be the answer to our demand cannot be foretold.

MINISTRY ALARMED.

Significant Statement of One of the Organ of the Premier.

MADRID, March 28.—El Liberal, the organ of Premier Senor Sagasta, has published a paragraph which is attracting much attention. It says: "The alarmist impressions continued late yesterday evening, affecting even official centers. The ministers saw nothing to relieve the situation of things. Thus, at 11 p. m., when a person in the confidence of the queen regent visited Senor Sagasta and had a long interview with him, great importance was attached thereto."

Senor Dupuy de Lome, ex-Spanish minister to the United States, has arrived at Valencia. He refuses to be interviewed.

Death of a Congressman.

WASHINGTON, March 28.—Representative John Simpkins of the Thirtieth district of Massachusetts, died last night at his residence in this city, 717 K street, of heart failure, induced by gastric complications. On last Tuesday he complained of having caught cold, and later of stomach trouble. He was quite ill for a time but yesterday morning was much better. Late in the day he grew weaker, and at 9:30 died from heart failure.

No arrangements as to the funeral can be made until the arrival of the members of his family, who have been notified of his death. Mrs. Bacon is in New York. Mrs. Thayer in Boston. Miss Mabel Simpkins in Florida, and his brother Nathaniel at Aiken, S. C. They all expected to be in the city by Tuesday morning.

Representative Simpkins was a man of independent fortune. He was born in New Bedford, Mass., June 27, 1867, attended the public schools of Yarmouth, and after preparing for college at St. Mark's school, Southboro, graduated at Harvard university in 1885. He served in the Massachusetts legislature in 1890 and 1891, was a presidential elector for Harrison and Reid in 1892, president of the republican club of Massachusetts in 1892 and 1893, and a member of the Massachusetts republican state committee in 1892, 1893 and 1894.

He served in the Fifty-fourth and Fifty-fifth congresses, where he was known to his colleagues as a man faithful to the interests of his constituents, although rarely taking part in debate. Mr. Simpkins had recently been made a member of the congressional committee.

Getting Big Guns Ready.

NEW YORK, March 28.—Work on the three dynamite guns at Fort Hancock, Sandy Hook, is being rushed. Lieutenant Colonel Ludlow, chief of the engineers' corps, who is in charge of the work of fortifying the lower bay and the Hook, expects to have the guns ready for service in a week. In case of emergency the guns could be put in shape for use in twenty-four hours. The guns are of different sizes and carry shells of from eight to fifteen inches. From sixty to 500 pounds of dynamite can be carried in the shot, according to the size. The shells are protected by air and have an effective range of two miles. The dynamite in even the small shot is sufficient to blow up the most powerful battleships. The guns are on stationary carriages and are each manned by three men.

Bushong Work at Mars Island.

VILLEJO, Cal., March 28.—Great activity prevails at the Mars Island navy yard. The cruiser Philadelphia has been hauled from the stream and lies alongside the quay wall, near the Charleston. The gunboat Yorktown has also been towed to the wall and all three ships rapidly swarm with men at all hours. The Charleston is rapidly being completed and will be ready to go into commission in a comparatively short time. The Yorktown is nearly ready for sea.

Cleveland Endorses the President.

CINCINNATI, N. J., March 22.—After the Yale-Princeton debate ex-President Cleveland was asked his opinion of the present Cuban situation. In reply he said: "I think the government at Washington is pursuing exactly the right course. It could do nothing else and maintain the national honor."

Further than this he would not commit himself. The Spanish torpedo boat destroyer Anzula arrived at Waterford with her bows stuck in and stern twisted completely around from about ten feet from the stern.

THE MEN ARE UNEASY

UNION PACIFIC EMPLOYES ON THE ANXIOUS SEAT.

A Policy of Retrenchment Likely to be Inaugurated—President Burt Known to Favor It, and the Ax Expected to Fall Soon—Cause of the Recent North Platte Conference.

Reduction of Wages Feared.

Omaha dispatch: A deep feeling of uneasiness pervades labor circles here, especially railroad labor, on account of the situation on the Union Pacific. There has been no announcement or even a hint of any reduction in pay of the men employed by the overland route, and yet the men are very apprehensive. The well defined policy of retrenchment that has been established by President Burt must sooner or later reach the men on the trains, and then there would be trouble. The present scale on the Union Pacific is somewhat higher than on the Burlington and also is graded according to the locality.

An effort at a reduction was made during the first week of the receiver, Judge Dundy of this district signed the order making a 10 per cent. cut of all the men in the operating department. This was resisted by the men and resulted in the hearing before a commission appointed by Judge Caldwell and a final review of the latter by Judge Caldwell himself. The court at that time declined to allow the wage scale to be interfered with. Since the road has passed out of the hands of the receivers and into new ownership the men feel that the effort to reduce the pay will be renewed. This was the inside reason for the joint meeting of all brotherhoods at North Platte during the week. At this meeting the situation was gone over thoroughly. The men claim to be in a position to resist any reduction.

Chief Arthur and Chief Sargent are in Omaha tonight, but have avoided reporters. Before leaving North Platte last night they expressed themselves as well satisfied with the outlook. At Union Pacific headquarters it is impossible to set any definite information. President Burt keeps his own counsel and what his plans are he alone knows. Other officials admit the probability of an order reducing the wages along the line, but know nothing definite concerning it. The fact that retrenchment has set in in all other departments is the strongest reason for thinking it must set in in the operating department. About 8,000 men will be affected by the order if it is made as sweeping as the one issued by Judge Dundy.

Uncle Sam Defrauded by a Woman.

Uncle Sam was just able to demonstrate today, says an Omaha dispatch, that he has been defrauded out of a considerable sum of money during the past dozen years by what has been termed "a hay widow." Lydia A. Ruth, a woman who lives on North Twenty-third street, was years ago the wife of Edward A. Ruth, a soldier, with whom she did not live happily and from whom she secured a divorce. About six months after her divorce Ruth died, and a short time thereafter Lydia made application for a pension as his widow. It was granted in 1882, and since that time she has lined her pockets with about \$600 of Uncle Sam's good coin as a dependent widow of her divorced husband. Today she was bound over to the federal court for trial for having fraudulently drawn a pension, her husband being fixed at the sum of \$500. She did not deny any of the above facts, but pleaded that she was advised by her friends to secure the pension, and that she never knew that as the divorced wife of a soldier she was not entitled to a pension, although the papers which she was required to sign to secure her pension made special inquiry on that subject. It is hinted that some of those who advised her may be arrested.

The Tibbles Case.

Lincoln dispatch: The state board of transportation at its meeting last night adopted the following resolution:

Whereas, Decision adverse to the state has been rendered by the United States supreme court in what is known as the maximum rate case, and

Whereas, The hearing in the case of T. B. Tibbles against the several railroads of this state demanding a reduction in all local freight rates has been held up awaiting a decision in said maximum rate case, therefore, be it

Resolved, That the secretaries of the board proceed at once with the hearing in the said Tibbles case for the purpose of determining whether the local freight rates now charged and collected by the several railroads of this state are just and reasonable, that the necessary steps may be taken to reduce such rates to a just and reasonable basis.

The Tibbles complaint asked for a reduction in rates of 23 1/2 per cent. The board has set April 6 as the date for the hearing and has sent notices to the companies.

W. W. Pool, manager of the Nebraska Lead and Cattle company's ranch near Ravenna, committed suicide by shooting himself through the heart. Pool has been suffering with congestion of the brain and nervous irritation. His body was found in the corner, lying across the graves of his children, with a bullet hole through his heart.

Kills a Horned Rabbit.

Bancroft dispatch: Lon Junken while hunting today killed what might be termed a horned rabbit. The little animal's head had projecting from it some thirty horned projections, which ranged from one-eighth to one and one-half inches in length and resembling in every way horns. Close inspection proved that the horny substance was attached only to the skin and is probably of a sporadic growth, the rate of which is not evident.

GENERAL NEWS AND NOTES.

Spain is buying food supplies for its soldiers in the New York market.

Havana's idea appears to be millions for war ships, but not a cent for charity.

Loyalists in Havana subscribed \$40,000 for a war ship, but not a cent for charity.

A battery of sixteen big guns just mounted at Fortress Monroe is warranted to give a hot reception to any ship on mischief bent.

One thing that throws a doubt on the alleged great value of Cuba is the fact that no American syndicate has offered to buy the island.

It is announced that the bankers of Spain are to lend the Spanish government 200,000,000 pesetas, guaranteed by the new treasury bonds.

Colonel A. K. McClure, the veteran Philadelphia editor, has accepted an invitation to visit several southern cities and lecture on southern development.

Buffalo Bill's Wild West Show carried the first popcorn ever sold in Paris, and last week five tons of it were shipped to the gay capital. Mr. Cody deserves credit for introducing the useful as well as the picturesque features of American life.

Hon. Thomas E. Watson, who was nominated for governor by the populists, is out in an open letter declining to accept the honor. After saying he could not be elected, no matter how the ballots went, he concludes that he is out of politics for good.

General Lee has secured measurements of the plat in Havana cemetery wherein the Maine victims were buried, and intends having erected around it a railing of marble pillars and chains, to be entered with a decorative gate bearing a suitable inscription.

A Washington dispatch to the Inter Ocean says President McKinley is now engaged in drafting a message to congress to accompany the report of the Maine court of inquiry. He has positive knowledge that the report will show that the vessel was destroyed by an external agency.

One of New York's yellow war cries recently printed in poster type an alleged interview with Assistant Secretary of the Navy Roosevelt. The alleged interview was manufactured by the Washington representative of the concern, who, after its publication, wrote to Mr. Roosevelt requesting him not to deny its genuineness.

Robert Reitzel, the noted German anarchist writer and editor of the Arme Teufel, is dying at his home in Detroit. He is a well known character in German circles and his writings have been widely read both in this country and in the fatherland. He will be remembered as having made the leading speech at the funeral of the Chicago anarchists.

A special dispatch from Madrid says the Spanish cabinet decided to create treasury bonds to the amount of 200,000,000 pesetas upon the guarantee of the Bank of Spain. The London agents of the Bank of Spain say they have heard nothing to confirm the statement, and they add they would undoubtedly have heard of it had it been a fact.

Captain Kent of the royal engineers, who for years has been at the head of submarine mining operations in Halifax harbor, left for Washington, having been summoned thither by telegraph from General Montgomery Moore, commander of the forces in British North America, who is visiting Sir Julian Pauncefote, the British Ambassador at Washington.

There is no occasion for idle prophecies or speculation. A North Carolina astrologist has turned a searchlight on the planets and tells what the future has in store. According to the planetary signs, the period of acute tension between this country and Spain will be between April 4 and 8, and if war is not actually begun before April 10 Spain will be supplicating for peace at any price.

The shipment of minerals from Montana for the Trans-Mississippi exposition has commenced, and the great samples of products from the mines of Montana will begin to arrive in Omaha within a few days. A striking feature of the first shipment of material was a five-ton block of coal and a 5,000-pound slab of copper matte. The coal was taken from the Sand Coulee Coal company's mine at Sand Coulee. It is eight feet long, six feet wide and four and one-half feet thick. It is bituminous coal and weighs five tons.

LIVE STOCK AND PRODUCE MARKETS

Quotations From New York, Chicago, St. Louis, Omaha and Eschschere.

OMAHA. Butter—Creamery separator, 18 05 20 Butter—Choice fancy country, 14 65 16 Eggs—Fresh, per doz, 25 00 24 Game—Mallards, 8 (single); teal, \$1.20; 150 (joint), \$2.00.

CHICKENS—Per lb, 54 00 55 00 Hens—Choice Messengers, 2 25 02 30 Honey—Choice, per lb, 10 00 12 00 Onions—per bu, 1 10 02 12 Potatoes, per bush, 1 10 02 10 Beans—Hand-picked Navy, 1 25 02 1 30 Potatoes—per bu, 1 10 02 1 10 Apples—Winter, stock, per box, 1 00 02 1 00 Hay—Upland, per ton, 4 50 02 5 00

SOUTH OMAHA STOCK MARKET.

Hogs—Choice light, 4 00 45 00 Hogs—Heavy weights, 3 50 40 00 Best steers, 3 00 35 00 Bulls, 2 50 30 00 Cows, 2 25 27 00 Calves, 2 00 25 00 Western Feeders, 2 00 25 00 Corn—No. 2, 45 00 46 00 Wheat—No. 2, 82 00 83 00 Stockers and Feeders, 2 00 25 00 Sheep—Western Lambs, 1 25 02 1 10 Sheep—Native Mixed, 1 00 02 1 00

CHICAGO.

Wheat—No. 2 spring, 84 00 85 00 Corn—per bu, 45 00 46 00 Oats—No. 2, 35 00 36 00 Hay—No. 2, 1 10 02 1 10 Pork, 11 00 12 00 Lard, 10 00 11 00 Cattle—Per lb, 4 00 45 00 Hogs—Mixed, 4 00 45 00 Sheep—Native Lambs, 1 25 02 1 10 Sheep—Native Mixed, 1 00 02 1 00

NEW YORK MARKET.

Wheat—No. 2, red Winter, 1 07 02 1 08 1/2 Corn—No. 2, 45 00 46 00 Oats—No. 2, 35 00 36 00 Hay—No. 2, 1 10 02 1 10 Lard, 10 00 11 00 Kansas City. Wheat—No. 2, spring, 84 00 85 00 Oats—No. 2, 35 00 36 00 Hay—No. 2, 1 10 02 1 10 Pork—No. 2, 11 00 12 00 Lard—No. 2, 10 00 11 00 Cattle—Per lb, 4 00 45 00

Hicks—There's a difference between love and respect. Wicks—a wide difference. For instance, there's Hawkinspur. He says he loves his wife because she believes every word he says; but, of course, it is impossible for him to respect a person who would believe even half what he said.—Boston Transcript.

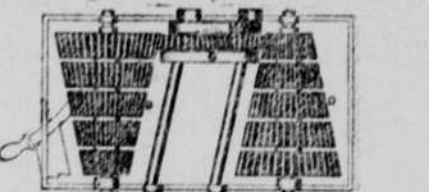
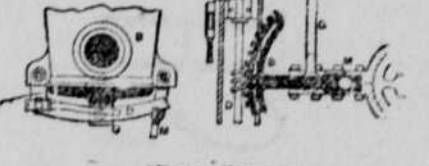
A handsome line of illustrated descriptive Florida tourist and immigration literature is being distributed by the State Press Bureau of Tallahassee, Fla., which will be sent free for the asking. This is the finest illustrated descriptive promotion literature ever sent out from the south.

To Washington and Baltimore via the Monon Route.

There is not a pleasanter or more picturesque route from Chicago to Washington and Baltimore than the Monon, via Cincinnati and the B. & O. S. W. and B. & O. Railways. The train service of this line is comfortable and convenient, consisting of through palace sleeping cars and coaches. The time of leaving Chicago is 2:45 A. M., but the sleeper is ready for occupancy at any time after 9:30 P. M. This route traverses the garden section of southern Ohio, and passes through the historic section of West Virginia in the evening and down the beautiful and tradition-laden Potomac valley in the early morning, arriving at the national capital at 6:45 and Baltimore 7:55 the next morning. Taken altogether it is a most comfortable and restful journey, a tour of education, that once taken will never be forgotten, and the oftener repeated, the more enjoyed.

BANK J. REED, General Passenger Agent.

Valuable Inventions.



The above illustrations show three famous inventions. Inventors desiring a free illustrated hand book should address Sues & Co., Registered Patent Lawyers, Bee Building, Omaha, Neb.

Who Owns the U. S. Patent Office?

We frequently hear complaints about the manner in which officers serve the people. Men elevated from the ranks of private life to positions of trust, honor and emolument often assume an air of importance and haughtiness that is quite offensive to the humble citizen who, as one of the sovereign people, has a right to expect civility in his intercourse with every public servant—from X Roads postmaster up to president. Deputies and clerks frequently put on airs that principals are too modest and sensible to assume. Occasionally we are glad to know, official importance and insolence goes whole-some rebuke from the dignity of private citizenship. An instance of this kind occurred in the corridors of the Patent Office and may serve as a lesson to all public servants who forget their duty. Early one morning a humble inventor and public benefactor was walking up and down in the hall quite complacently waiting for the doors to be opened. An official approached him with a lock intended to annihilate the early caller and asked: "Do you belong to the Patent Office?" The offended citizen with true manly dignity turned on his insolent interrogator and replied: "No sir, the Patent Office belongs to me—and other citizens of the United States."

Valuable information about obtaining, valuing and selling patents sent free to any address. Iowa Patent Office, Des Moines, March 22, 1893. THOMAS G. ORWIG & CO., Proprietors.

Several important changes will be made in the Traffic Department of the Baltimore and Ohio Railroad Company on March 1st.

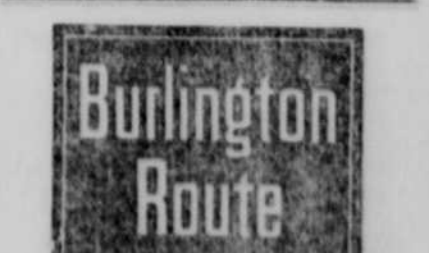
J. A. Murray, the present Coal and Coke Agent, will be given the title of General Coal and Coke Agent of the entire system, with headquarters at Baltimore.

William L. Andrews will be Assistant Coal and Coke Agent for the Pittsburg District, with headquarters at Pittsburg.

E. T. Affleck, now Coal and Coke Agent for the lines west of the Ohio River, with headquarters at Columbus, will become Assistant Coal and Coke Agent for that territory.

Mr. Andrews is well known as Private Secretary of Receiver Oscar G. Murray and came to the B. and O. when Mr. Murray was appointed Receiver. Mr. Affleck has held his present position for a number of years and Mr. J. A. Murray was formerly private secretary to ex-Traffic Manager Frank Harriott.

These appointments are in the nature of promotions and it is believed will very materially strengthen that branch of the B. and O. traffic department.



A Map of the United States.

Send me 15 cents in stamps and I will mail you a map of the United States, three feet four inches wide by four feet long. Printed in six colors. Mounted on rollers. Shows every state, county, important town and railroad in the United States.

J. Francis, General Passenger Agent, Omaha, Neb.