

The Daily Bee.

OMAHA.

Saturday Morning, Feb 10

Weather Report.

(The following observations are taken at the same moment of time at all the stations mentioned.)

WAR DEPT. U. S. SIGNAL SERVICE, OMAHA, FEBRUARY 9, 1898, (12:45 P. M.)

Table with columns: STATION, WIND, TEMPERATURE, HUMIDITY, STATE OF SKY, WIND DIRECTION, STATE OF SKY.

LOCAL REVENUES.

The U. P. train N. 4, yesterday was six hours late. Not a single arrest was made by the police Thursday. The Turners celebrate their anniversary next Monday.

Wolfftown, Warren county, New Jersey, March 13, 1792, and died on the 4th inst. at the advanced age of 92 years.

One of Haverly's companies, composed largely of ballet dancers, passed east last evening over the U. P. Mr. G. C. Green, agent of the United States Electric Company, has arrived in Omaha to inspect the plant here.

A prominent Omaha attorney informed us last night that the Third judicial district would soon have two judges, the judicial committee of both houses of the legislature agreeing that there is too much business in the district for one judge.

Frank Carpenter and Miss Nellie Board were united in marriage on Thursday evening last, at the residence of the bride's brother, in Shion's addition.

The case of Robinson vs. Wright, J. P. was on trial by jury yesterday, the jury being the third rap the petit jury has had at it.

A La Platte farmer who got full Thursday and was locked up in the county jail to get sober, was released and sent home yesterday.

The Concordia subscription masquerade ball will take place at Turner Hall, February 15th. The subscription list is now open at Max Meyer & Bro.'s music store.

For the next thirty days I will sell my stock of hags and catches at a reduction of 20 per cent to make room for new goods.

This evening, Prof. Samuel, the optician, leaves the city, and all those who have not called on him to procure a pair of his glasses should do so at once.

OWNER WANTED—A watch taken from a vagrant and supposed to have been stolen is now at the police headquarters.

The Concordia society's annual masquerade which has the finest costumes of any in the year and is strictly a subscription affair, will be given at Turner hall on Thursday, the 15th.

Next Sunday afternoon at 3 o'clock a grand concert will be given at Turner hall by the Musical Union orchestra for the benefit of sufferers from the floods in Germany.

The finest cards ever issued by Prang are his valentines, which are displayed by Kahn & Co., Creighton block, who always leads in the way of fine cards.

Marshall Angell went down to Lincoln yesterday with two prisoners, Brown and Marshall, the former charged with resisting and overpowering an officer and the latter with running a gambling house within the highly moral precincts of the capital.

R. F. Trevellock, a noted lecturer and champion of the rights of labor, will be in this city on Monday, February 15th, and will deliver a lecture on the subject, "Labor and its Wrongs," under the auspices of the Knights of Labor of this city.

HEADLIGHT CLEAMS.

The Oregon Short Line Completed to Shoshone Falls.

B. & M. Hostilities to Begin Soon—Other Railroad News. The Oregon Short Line was yesterday completed to Shoshone Falls, Idaho, 350 miles west of Granger, the point at which it leaves the Union Pacific main line and sixty miles south of Hayley.

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THE MEXICAN METHOD.

Murder of Euban Hepburn in Chinhuahua—Five KILLERS LYCHED.

Special Dispatch to THE BEE. MEXICO, February 9.—This morning a telegram received from Chinhuahua, says, Sunday afternoon about two hundred dissolute characters, who have often given trouble, attacked a store belonging to the Penon Alto mining company.

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THE CONDUCTAIRE.

The Person Who Puts in the Presence of the Passengers Considered From an Every-day Stand-Point.

Shorn of His Lantern He is Just Like an Ordinary Individual. An interesting sketch of the man and his methods.

It has recently been decided in the court of an eastern state that a railroad conductor occupies exactly the same position with regard to his train that the captain of a ship does with his vessel—that is, he has absolute control over its movements.

Every one stands in awe of him, and the timid-minded passenger views his approach with trepidation. In the night time, when the car is dimly lighted, and the temperature is either very much too hot or very much too cold, the conductor is omnipresent.

The door opens with a rush and shuts with a bang; he is among you. His elegant silver-plated lantern, brightly polished, gleams in the dim vista as the reflections of light are cast off by the burnished metal.

The colored glass which encircles the top of the globe gives an unearthly and satanic appearance to his face. The lantern is held in the usual manner, the conductor's left arm hugging it up to his breast as if he thought it would get away.

The familiar cry of "sit—sit," given in a deep and somewhat hoarse voice, apprises you that the boss is after you, and you fumble about in your pockets nervously for your pasteboard, with entreaties to ride. A feeling of relief creeps over you after the august being has brought a focus on you with his lantern, punched your ticket and moved on. You imagine that this conductor is something immeasurably out of the ordinary run of mankind, but he isn't. You only see him on dress parade, as it were. It is a good deal like the army. When the captain and lieutenant are on dress parade, you wonder how they can be so fine looking and brave. You positively forget that the exhalation of the band, the gold lace on the shoulders, the brass buttons and cotton padded breasts of the officers go a long way towards fastening the distinguished appearance and warlike front on them.

When the dress parade is over and the fine trappings are taken off and the officers go to the soldier store and at dawn play 25 cent ante and drink cocktails and whisky straight, they unbend and act like ordinary mortals. So it is with the conductors. When they finish working the train and get forward to the baggage car and tear themselves loose from their lantern, they converse freely with the baggage and expressman, and, if in a good humor, they will even descend to talk to the head brakeman.

Conductors are human, and many of them are even imbued with the desire to make money rapidly. It is said that some of them are foolish enough to get the idea into their head that they are a stockholder in the road, and in a fit of abstraction proceed to declare a dividend while on their run by pocketing some of the "pick-up" fares without even consulting the directors on the expediency of the measure. We do not think this is a common thing with the boys, however. There are a good many gentlemen among conductors, and of course they would never do any such thing. But black sheep get into every flock, and we are writing about these dark specimens.

When two trains meet on the road and the conductors get out and shake hands with each other and inquire with solicitude, "What kind of a train have you got?" a person who is not on the train is likely to be deceived. He thinks it refers to the number of passengers and maybe their social qualities. This is not the case. All they want to know is how much the other has made on his own account. In most railway stations now-a-days may be seen notices to the effect that passengers purchasing tickets before entering the train will be entitled to a rebate of a certain amount, usually 25 cents. This reduction is not made out of any love the companies have for you, or to save the conductor the labor of selling the ticket, oh, no. It is a deep conspiracy to defraud him out of his rightful dues, the local travel. A conductor is one of the most conscientious men you ever saw. He does not take all the money he collects from the passengers to his own use. He has a method for its distribution which is highly just and equitable, and one which should recommend itself to bank cashiers and state treasurers. After he gets through collecting tickets from those passengers who have them and money from those who have no tickets, he divides the money between himself and the company. He takes all the money in his right hand and throws it up to the ceiling of the car. What sticks to the ball cord belongs to the company and what falls to the floor is his share. Nothing can be fairer than this. He gives the company some show, which is a great deal more than most men would do. Because the managers of the road do not see fit to have the ball cord so fixed that some of the money would stick, the conductor is not to blame.

Some people say that freight conductors do not have a fair chance, and the matter of fact is that it is pretty hard picking for them. They manage to make a little, however, by helping some of the show which is a great deal more than most men would do. Because the managers of the road do not see fit to have the ball cord so fixed that some of the money would stick, the conductor is not to blame.

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other conductor will hasten up to the couple and ask them if they are going on the train. If they say he will tell them they have just got time to get on before it starts. They will hurriedly jump aboard without buying their tickets in the station, thus saving the agent the trouble of stamping and selling their tickets and allowing the 25 cents rebate, and the conductor don't mind the work at all. The next time they meet two conductors meet on the road, the one will say to the other as he hands out a bill or some other, "I owe you that," and the other smiles and says, "All right."

Conductors are sometimes subjected to insulting remarks by the train men, especially the engineer, who seems to delight in questioning the authority of the train men.

Only a short time ago on the Union Pacific a conductor was troubled by an engineer in a way which may have made his blood boil. The engineer had a friend, who was also a railroad man that he wanted passed over the road. He went to the conductor and asked him. The latter has stated and finally said: "Well, I don't know. Clearly whether I can let him ride or not, the company are watching us pretty close now."

The engineer got mad and said, "I'm not for passing railroad men that they are watching you, it's your long fingers." The conductor was astonished. The engineer's friend got a free ride, however.

Make yourself healthy and strong. Make life happy by using Brown's Iron Bitters.

Texing Minn. Talked to Death. DENVER, February 9.—A bill to tax the net output of mines passed both houses of the legislature. In the Senate the bill was most bitter, lasting after 1 o'clock this morning.

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GIRL WANTED—For general housework. 2150 Davenport st. 900 101

WANTED—A young man in a grocery store. Must understand the business and have a good head. All speak German and English. Address: 2150 Davenport st. 900 101

WANTED—Four first class waiters. High pay. 1025 N. 10th. Mar. 1st men preferred. Address: 2150 Davenport st. 900 101

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