

IF AND IF.

If you are suffering from poor health, or languishing on a bed of sickness, take care, if you are simply sitting, or if you feel weak and dispirited, without clearly knowing why, then Hatters will surely cure you.

If you are suffering from rheumatism, or neuralgia, or sciatica, or any other form of nerve disease, Hatters will surely cure you.

If you are suffering from indigestion, or constipation, or any other form of stomach or bowels, Hatters will surely cure you.

If you are suffering from a general debility, or any other form of weakness, Hatters will surely cure you.

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GRANT TO PORTER.

The Ex-President Gives His Reasons for Defending Fitz John Porter.

Why He Condemned Him in 1862--What He Has Learned Since by Investigation.

Special to the Omaha Commercial-Gazette.

New York, November 8, 1883.

Gen. F. J. Porter, Harrison, N. J.

DEAR GENERAL--As there is now some discussion as to the probable reasons for my change of mind in regard to your case, now pending before the people of the United States, I deem it proper that I should give them myself.

In the first place, I never believed you to be a traitor, as many affected to believe. I thought I knew you too well to believe for one moment that you would desert the pay, rank and command you held for the purpose of betraying the cause you were professing to serve.

After the close of the war, when I was requested to read your new defense, I read it with the feeling above described. At the same time I read the other side as prepared or furnished--by Gen. Pope.

With this understanding, and without a doubt as to the correctness of it, I condemned you. Now, on a full investigation of the facts, I find that the battle was fought on the 30th day of August; that your corps, commanded directly by you in person, lost a greater percentage than any other corps engaged; that the half-past 4 order of the day before did not reach you until midnight; that your immediate superior had cautioned you early in the day that you were too far out to the front; that General Pope had cautioned you against bringing on an engagement, except under such circumstances as he desired, and that in any event you must be prepared to fall back behind Bull Run that night, where it would be necessary for you to be re-organized.

General Pope's circular of the morning of the 29th said that General Lee was advancing by way of Thoroughfare Gap. At the rate at which he was moving he would be up on the night of the 30th. In his testimony before the court-martial which tried you he said, under oath, that he did not know of the arrival of Lee's command until 6 o'clock of the 29th, an hour and a half after he had dictated the order for your attack. His circular and testimony prove conclusively that Johnson and Jackson alone was the enemy he intended you to attack. Your knowledge of this fact, as well as of the fact that you had another force quite double yours, in addition, in your front, would have been sufficient justification for your not attacking even if the order had been received in time. Of course this would not apply if a battle had been raging between Jackson and Pope. At the hour you received the order all was quiet.

This very short, hastily written and incomplete summary shows why and when my mind underwent a change. I have no doubt now, but the change would have taken place in 1867 if I had then made an investigation. I regret now that I did not understand your case then as I do now. For your whole life since your trial, as well as your service before, disproves the great burden of the charges, then sustained by a Court Martial. As long as I have a voice it shall be raised in your support without any reference to the effect upon me or others. Your restoration to the Army simply, I would regard as a very inadequate and unjust reward. While most courts of law--have been restored to the army because of their gallantry and wounds after conviction and sentence, not only to be dismissed but to be confined in a penitentiary, and when there is no doubt of their guilt, and given all their pay for the years they were out of the service, I can see no reason for your having less. I hope for you a thorough vindication, not only by Congress, but in the minds of your countrymen.

Faithfully yours, U. S. GRANT.

ed carriage. Approaching the New Haven Railroad tracks North of the station in that place, the sounds of an approaching train were heard. It proved to be the 8:30 a. m. express from New York. The train dashes through Green's Farms usually at the rate of 40 miles an hour, passing the station on a curve. Mr. Alvord's driver knew the train's habit and that it is rarely even a minute late. So he held up to listen before attempting to cross, and then applied the whip, doing so, as he thought, with sufficient margin to get over and out of the way. Unfortunately, the hind foot of the off horse caught between the rail and the plank and could not be removed. The train how low in sight and was dashing toward the team. It was a moment of terror. Both men realized the situation, both jumped to the ground, seized the leg to which the imprisoned hoof belonged, and by their combined efforts succeeded in effecting its release and drawing both animals to one side of the track. They were saved, but the carriage was dashed to pieces. Mr. William H. Van Zandt, who was in a drawing-room car on his way to New Haven, was looking out of his car window and saw the peril in which the two men were. He pulled the bell-rope, stopped the train, proceeded to the spot where the hair-brain escape from instant death was made, and offered such assistance as was in his power. The train ran nearly 300 feet before it could be brought to a standstill. Mr. Alvord is a very careful man in the use of horses, especially when near the railroad, on which he is a daily traveler, and he considers his chances for getting hurt were 100 to 1. The horses received a severe shock, and one of them was cut slightly in the haunches. Besides this, barring the carriage, upon which he sets little value, no damage was done.

An Undoubted Blessing. About thirty years ago a prominent physician, by the name of Dr. William Hall discovered a remedy for diseases of the throat, chest and lungs, which was of such wonderful efficacy that it soon gained a wide reputation in this country. The name of the medicine is DR. Wm. HALL'S BALSAM FOR THE THROAT, and may be safely relied upon as a speedy and positive cure for coughs, colds, sore throat, etc. Sold by all druggists.

WILLIAM SWINBURNE'S DEATH. The Builder of the First Locomotive Made in Paterson.

William Swinburne died on Sunday afternoon at Paterson, N. J., in his seventy-ninth year. He was born in 1805 in Brooklyn, and worked as a carpenter on St. Ann's Church, which was removed some years ago to make way for the Brooklyn bridge. Subsequently he worked at Matteawan, N. Y., making patterns for machinery. In 1833 he removed to Paterson, where he was employed in the same capacity in the Johnson Works of Rogers, Ketchum & Co. In 1837, at the age of 32, he undertook the erection of a locomotive, but the draughtman superintending the job made a failure of it, and Mr. Swinburne volunteered to complete the engine, which he did to the complete satisfaction of Mr. Rogers. This, the Sandusky, was the first locomotive turned out of a Paterson shop, and ran for 40 years or more on an Ohio road. It made its first public trial on the old New Jersey railroad Oct. 6, 1837, and a week later was boxed up and shipped via canal and river to Ohio, there being no more direct means of conveyance at the time. The engine was about the size of those now in use on the elevated railroads, and cost \$6,750. Since that time nearly 7,000 locomotives have been turned out from the Paterson shops. During the next 10 years Mr. Swinburne devoted his energies to the service of Mr. Rogers in the building of engines. Then he helped start the New Jersey Locomotive-works, now the Grant Works. In 1851 he built shops of his own, now known as the Erie repair shops, on Market-street, adjoining the Erie tracks, in Paterson, where he built up a business, which was quite successful until broken up by the panic of 1857, and since then he was not engaged in active business. For nearly 20 years he was officially connected with the school system of Paterson, as School Commissioner in 1854, 1865, and 1867; as president and superintendent from 1864 to 1870, and as superintendent in 1871, during which time he did much to build up and develop the public school system. In 1872 he was appointed city controller, which office he filled acceptably until 1882, when he declined a reappointment, owing to his advanced age. His wife died in 1867.

His only son, John, for many years a prominent manufacturer in Paterson, was for 10 years Cashier of the First National Bank of that city, died some time ago. Three daughters survive--one unmarried, one the wife of John J. Brown, President of the First National Bank of Paterson, and one the widow of the late John Cooke, for nearly 30 years Superintendent or president of the Danforth & Cooke locomotive-works.

If you have failed to receive benefit from other preparations, try Hood's Sarsaparilla; it's the strongest, the purest, the best, the cheapest.

THE TRANSPORTATION PROBLEM. What is to be Done to Protect the Public.

Despatch. The railroad convention which recently met in San Francisco demonstrated the fact that the patrons of the Pacific railroads have no voice whatever in fixing the freight schedules. Their interests were not considered in the matter at all. The sole apparent object of the convention was to prevent the lowering of the existing tariff by making the Northern Pacific party to the agreement between the Union, Central and Southern Pacific railroads and allied corporations. This was substantially accomplished, the concession on the through ticket from Omaha to San Francisco being so trifling as not to be worth mention. Three dollars were taken off a first class ticket between San Francisco and Omaha, the full ticket now being \$35, while \$32.20 purchases a first-class ticket from New York to Omaha, which is only 400 miles shorter than from Omaha to the Golden Gate. The trains west of Omaha also run on miserably slow time and are noticeable generally for an absence of first-class comfort.

On general principles, perhaps, this was to have been expected. When a dealer has a monopoly of any commodity he may fix his own price for it, but the public need not buy. There is no compulsion in the case. It is different with the transcontinental railroads. They cannot be done without. They are essential to the transaction of the nation's business. Railroads are "a public use" and are not therefore to be regarded as in any sense a corporate monopoly; their management at times, presupposes that they are. But in the case of the landgrant railroads they

are in truth and fact partly owned by the people themselves, and therefore their management should be directed toward providing the greatest measure of public convenience at the lowest possible charge. The opposite of this is too frequently true, although there can be little doubt that when the land grants have been fairly realized upon, it will be found that the country by its land endowments fairly built the transcontinental railroads, to say nothing of direct aid in bonds.

The point hence arises. What is to be done to protect the public, seeing that open competition is rendered impossible by corporate combinations? The business of the country is greatly injured by the ward actions of the Pacific railroad combination. Extortion begins on the west-bound overland travel and the traffic at Omaha; it ends at the same point east-bound. There is no discussing or denying this fact. But this is not all. The railroads so control the trade between the Pacific and Atlantic coasts that shippers are practically denied any advantage from the natural highway--the ocean. This is an abuse which can be remedied by Congress alone, until such time as the interoceanic canal across Nicaragua helps to free the commerce of the United States from the embargoes placed upon it by the subsidized railroad combination.

It is the manifest interest of the manufacturing centers of the East that there should be cheap and rapid railroad transportation to the Pacific slope. Cheap railroad fares would tend to settle up vast regions of waste railroad land, thereby increasing the area of production and consumption. National wealth would grow stronger at all points. But the fares adopted by the railroad pool do not sufficiently encourage an outflow of population to the Pacific slope. Emigration farther west will be inhibited, while the corporations transfer to their own treasuries the bulk of all profits on production and interchange. This is the weak point of the pool arrangement. It does not take sufficient account of the public interest, amounting to a proprietary right in all subsidized roads. These interests are too vast to be overlooked. The consequences of the railroad policy are too far-reaching to be accepted without protest.

Horsford's Acid Phosphate. Valuable in indigestion. DR. DANIEL T. NELSON, Chicago, says: "I find it a pleasant and valuable remedy in indigestion, particularly in overworked men."

H. PHILLIPS, THE LEADING YORK TAILOR! 604 FARNAM STREET. 1504 NEBRASKA LAND AGENCY.

O. F. DAVIS & CO., (SUCCESSORS TO DAVIS & SUTLER) REAL ESTATE AGENTS. 102 FARNAM ST., OMAHA.

JOHN M. CLARKE, Oldest Real Estate Agent. Notary Public and Practical Conveyancer. 218 14TH STREET, BET. FARNAM AND DOUGLAS.

DR. ERNEST H. HOFFMANN, Physician & Surgeon. OFFICE--18TH AND JACKSON STS. Residence, 12th Street, over Heintzel & Dorman's store, near Jackson street. References--A 20 years' practical experience.

MCCARTHY & BURKE, UNDERTAKERS! 218 14TH STREET, BET. FARNAM AND DOUGLAS.

DR. FELIX LE BRUN'S, Physician & Surgeon. OFFICE--18TH AND JACKSON STS. Residence, 12th Street, over Heintzel & Dorman's store, near Jackson street. References--A 20 years' practical experience.

CHEAPEST

Lots Furniture!

ETC.,

Have just received a large quantity of new

OMAHA CHAMBER SUITS,

AND AM OFFERING THEM AT VERY LOW PRICES

PASSENGER ELEVATOR CHAS. SHIVERICK,

To All Floors.

FOR SALE

COLLEGE PLACE

(New addition of 234 lots.)

PROSPECT PLACE,

(Only 50 Lots remaining unsold.)

LOWES'

FIRST & SECOND ADDITIONS

(Nearly all sold in these 2 additions.)

AND

Shinn's Third Addition,

(8 Beautiful Lots left.)

On the following Streets:

CALIFORNIA,

BURT,

CUMING,

IZARD,

NICHOLAS,

CALDWELL,

PAUL,

HAMILTON,

CHARLES,

SEWARD,

FRANKLIN,

DECATUR,

PARKER,

BLONDO,

AND ON

29th, 30th,

31st, 32d, 33d,

34th, 35th and 36th

Streets.

ALL INSIDE CITY LIMITS--BEAUTIFULLY LOCATED.

STREET CARS!

Will run out Cuming Street,

Early Next Spring

TO--

LOWE'S AVENUE AND THE RESERVOIR.

AND THE--

BELT RAIL ROAD!

Will be running next year within a block or two of these lots. All located within 10 minutes walk of the city.

CHARLES SHIVERICK, Lots Furniture! ETC., Have just received a large quantity of new OMAHA CHAMBER SUITS, AND AM OFFERING THEM AT VERY LOW PRICES PASSENGER ELEVATOR CHAS. SHIVERICK, To All Floors. 1206, 1208 and 1210 Farnam St - OMAHA, NEB.

P. BOYER & CO., DEALERS IN Hall's Safe and Lock Comp'y FIRE AND BURGLAR PROOF SAFES, VAULTS, LOCKS, &c. 1020 Farnam Street, Omaha. Double and Single Acting Power and Hand PUMPS, STEAM PUMPS, Engine Trimmings, Mining Machinery, Bolting, Hose, Brass and Iron Fittings Steam Packing, at wholesale and retail. HALLADAY WIND-MILLS, CHURCH AND SCHOOL BELLS. Corner 10th Farnam St., Omaha Neb.

J. A. WAKEFIELD, WHOLESALE AND RETAIL DEALER IN Lumber, Lath, Shingles, Pickets, SASH, DOORS, BLINDS, MOULDINGS, LIME, CEMENT, PLASTER, &c. STATE AGENT FOR MILWAUKEE CEMENT COMPANY. Near Union Pacific Depot, OMAHA, NEB.

RICHARDS & CLARKE, Proprietors. W. A. CLARKE, Superintendent. Omaha Iron Works, U. P. RAILWAY, 17TH & 18TH STREETS.

MANUFACTURERS OF AND DEALERS IN Steam Engines, Boilers, WATER WHEELS, ROLLER MILLS, Mill and Grain Elevator Machinery! MILL FURNISHINGS OF ALL KINDS, INCLUDING THE Celebrated Anchor Brand Dufour Bolting Cloth. STEAM PUMPS, STEAM, WATER AND GAS PIPE. BRASS GOODS AND PIPE FITTINGS, ARCHITECTURAL AND BRIDGE IRON.

ODELL ROLLER MILL. We are prepared to furnish plans and estimates, and will contract for the erection of Flouring Mills and Grain Elevators, or for changing Flouring Mills from Stone to the Roller system. Special attention given to furnishing Power Plants for any purpose, and estimates made for same. General machinery repairs attended to promptly. Address RICHARDS & CLARKE, Omaha, Neb.

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DR. FELIX LE BRUN'S G AND G PREVENTIVE AND CURE FOR EITHER SEX. This remedy being directed directly to the seat of the disease, requires the use of little or no medicine, and is perfectly safe and reliable. It is the only remedy that can be used by both sexes, and is equally effective in all cases. Price by mail, postage paid, \$2 per box, or three boxes for \$5.

Dr. Felix Le Brun & Co. SOLE PROPRIETORS. C. F. Goodman, Druggist, Sole Agent, for Omaha Neb. 124 Farnam.

FRANCIS MORGAN'S SON'S Sarsaparilla. BETTER AND CHEAPER THAN SOAP FOR ALL House-Cleaning Purposes. IT WILL CLEAN PAINT, MARBLE, OIL CLOTHS, BATH TUBS, CHINA, KITCHEN UTENSILS, WINDOWS, &c. IT WILL POLISH TIN, BRASS, COPPER AND STEEL WARES OF ALL KINDS.

Why Mr. Vanderbit Stopped a Train. Mr. Nelson Alvord second, of Green's Farms, was recently riding behind a span of spirited horses in an open single-seat-