

THE DAILY BEE.

Wednesday Morning October 9.

LOCAL REEVITIES.

One plain drunk marched into police court yesterday and with a tremulous voice pleaded guilty. He was sentenced to the tune of \$5 and costs.

Gate City Council Northwest League of Honor, meet at St. George hall, opposite the Paxton house this (Wednesday) evening at 7:30 p. m.

On Saturday evening last the "Social circle club" gave a very pleasant party in Metropolitan hall, south west corner of Fourth and Dodge streets. These parties will be given regularly each week.

On Monday a sneak thief entered the residence of Mrs. Clean, Burt and Brown streets, and stole \$12 in money. Fortunately for Mrs. Clean he overlooked \$100 which had been hidden away for safekeeping.

A little excitement was created in this city yesterday by a telephone from Council Bluffs inquiring if the murderer of the Percival family in Nance county had been captured here. It was said that such a report was in circulation in the Bluffs. The murderer has not been seen here.

A "closed punch" railway mail service has been put on the B. & M. railway's new line between Odell and Concordia, Kansas, and carries all letters mailed at Odell before 7:30 a. m. to Concordia, Washington and other Kansas points on the line the same day.

The city tax list has been handed Treasurer Buck by W. J. Hahn who prepared it in excellent style. The valuation of the city is shown to be \$9,525,696.86. With a tax of 28 mills the amount of tax is \$361,971.73. Of this 90 per cent or \$325,874.62 may be used.

The bill which the Emmett M. A. propositioned at Cronise's hall on the 21st of this month is supposed to surpass any ever given by that organization in this city. Extensive preparations are being made by the committee, so that every person who goes will come home delighted with their trip.

Mr. Charles Parrotte, well known in mercantile circles, both in the east and this city, as a member of the firm of W. L. Parrotte & Co., of Omaha, was married Monday at the residence of the parents of the bride, to Miss Lizzie Wells, daughter of Col. Charles Wells.

The Second ward Blaine and Logan club will hold a meeting in Cunningham's hall, corner of Thirtieth and Jackson, next Saturday evening. The A. O. H. band will furnish music for the occasion. W. J. Connell, Esq., will be the principal speaker of the evening.

Last evening about 7:30 o'clock Mr. John Evans, late secretary of the Omaha lead refinery, while riding with a friend on Farnam street, near Nineteenth, was thrown from his buggy and severely injured. In the conflicting lights at that point his carriage and another collided. At last accounts he was resting well.

When the good people of this city retired last night the warm breezes of summer were blowing and a gentle May shower was falling. Upon awakening this morning, how changed the scene. No more would the linen duster serve to hide the dusty and soiled clothes, and many a man was hunting around in his pockets for the pawn tickets, and money with which to get his overcoat from his "uncle."

The ministers of Omaha held a meeting in the Y. M. C. A. rooms Monday morning, at which officers were elected as follows: President, Rev. T. C. Hall; secretary, Rev. Marsh; treasurer, Rev. T. S. Dewiler. Meetings will be held in the Y. M. C. A. rooms each Monday morning at 10:30, when some subject of general interest is discussed. Rev. Dewiler is appointed to read a paper before the next meeting. Pastors of all creeds and denominations are invited to be present.

Misses Elizabeth E. Poppleton, Ida M. Street and Claire Rustin, of this city, attended the annual reunion of the Vasar Alumnae Association, of Chicago and the west, at Chicago, last week. The special work of the association is the collection of a fund for the education of poor western girls at Vasar. About twenty-five ladies were present, and an elegant collation at the Palmer house was the feature of the occasion. Miss Rustin was elected vice-president.

Last Saturday night in a certain residence on Chicago street a very quiet little wedding, marked by none of the usual bridal festivities, occurred. In the presence of Father Jeanette, two attending physicians and the parents of the bride, the ceremony was performed. The altar was nothing less pretentious than a bed upon which lay the bride, and the hour of administering the rites was rendered unobtrusive to her recovery to consciousness. As the angels had already blessed the union with issue (a circumstance not regarded with social favor) the names of the happy couple are withheld in the hope that subsequent years of blessed relationship will redeem them from the stigma of early indiscretion.

Officer Nightingale's Trouble. Monday Officer Nightingale was relieved from the duty of "roundman" and Officer Whalen was promoted to that position. The cause of Nightingale's removal was the fact of his having gotten into a disturbance on Cuming street Saturday night. It is said that after the Fifth ward republican meeting Saturday night, Nightingale went to the saloon of A. Wolff, on the corner of Twenty-second and Cuming streets, and there engaged in an altercation with a man named Rose. As the discussion became animated Nightingale is said to have drawn his revolver and pointed it at Rose and threatened to shoot him. Upon the strength of this statement Marshal Cummings suspended Nightingale pending an investigation of the charges by the police committee.

Base Ball Players Yesterday morning in police court case against the Sunday ball players was called for trial. Geo. O'Brien appeared for the defendants and Holmes for the state. The case of Dan O'Leary was called first. Frank Wilson, the prosecuting witness, took the stand, swore that he had seen O'Leary playing ball Sunday and that he was dressed in a Union Pacific suit. Members of the club swore that O'Leary did not play Sunday and had not played for two weeks, and furthermore that he was the manager of the Evansville nine and had never had on a Union Pacific suit. After hearing the testimony, the court dismissed the case and charged the costs up to complainant.

CITY COUNCIL.

The B. & M. to Cross Tenth Below the Established Grade.

An Ordinance Regulating the Running of Street Cars Passed.

The Cable Tram Railway Asking for a Franchise.

Other Business of Importance Transacted.

The regular weekly meeting of the council was held last evening, President Murphy in the chair. The roll was called with members Anderson, Bechel, Woodworth, Ford, Hascall, Kaufman, Redfield and Thrane present. The reading of the minutes was dispensed with on motion.

COMMUNICATIONS AND PETITIONS From the mayor, returning fire ordinance passed last week, without his signature and giving his reasons therefor. Veto sustained.

From the same, giving notice that he had signed certain ordinances passed at last meeting. Filed.

The application and bond of Mount and Griffin as drain-layers were approved.

From the City Marshal, making a requisition for a stove and fourteen blankets for the city jail. Referred.

From same, that charges had been preferred against Officer Nightingale, and that he had suspended him from duty. Referred.

The report of the city physician for September was referred.

From William Bruening, calling the attention of the council to the washout at Eighteenth and Dorcas streets. Referred.

From A. Traynor, and others, asking that a gas-lamp be placed on Convent street and St. Mary's avenue. Referred.

From Robert D. Duncan and others, asking that the Fourth ward be divided into two voting districts, as follows: Beginning at Chicago and Twenty-fifth on the north, running thence south on Twenty-fifth to St. Mary's avenue, and all that part of the Fourth ward lying east of this line to constitute the First district, and that part west the Second district. Referred to city attorney.

From Wallace & Co., presenting a bid for city printing until such time as a contract shall have been entered into. Referred.

From the Omaha Gas Co., presenting a statement of account against the city for September. Referred.

From John Groves and others, asking that gas lamps be placed on Twenty-fourth and Chicago and Twenty-fifth and Chicago streets. Referred.

From Victor Wolf, presenting claim for \$100 as damages arising from the grading Hickory street. Referred.

From S. S. Van Buren, asking that California, east from Dutton street 150 feet, be made passable. Referred.

From James Bolin, presenting a claim against the city for \$500 damages caused by the flooding of his premises by reason of defective grade. Referred.

From G. W. Ambrose, asking the removal of a nuisance on Nineteenth and Farnam. Referred.

From E. W. Simeral, suggesting an adjustment of the suits brought by him in favor of A. R. Tozer and Henry Jackson for \$735 damages caused by the overflow of the North Omaha sewer. Referred.

From Hart & Brothers, protesting against the placing of a frame building by John Erick adjoining theirs. Referred.

A number of bills were referred without reading.

From F. Robbins and others, asking that a resolution be passed authorizing the laying of a sidewalk on both sides of Saunders from Seward street to North Omaha creek bridge. Referred.

From chairman of board of public works presenting approved estimates of work done. Approved.

From same, presenting contracts for the action of the council. Filed.

The contract and bond of James Fox for the sandstone paving was next taken up.

Behm objected because the pavements could be laid on a sand foundation at considerable less expense than on broken stone. Referred.

The contract and bond of Hugh Murphy & Co. for the Sioux Falls granite paving were approved.

The contract of the city with Charles Gardner for furnishing wooden aprons was also approved.

From city attorney stating that James E. Boyd had settled the judgment for \$500 in the case of Toner against the city. Filed.

From the mayor appointing Geo. W. Hyde special policeman without expense to the city. Confirmed.

RESOLUTIONS By Behm that the national game of base ball be protected as far as possible and that the police have power to protect it seven days in the week.

Behm said he had only one day in seven for recreation and his only way to this game which was an honest one. Hascall moved to insert roller skates. Redfield moved that 30 special be employed to protect the players. Ford suggested that the boys were getting along well enough now. The resolution was referred to the city marshal.

crosses Eighteenth and Nineteenth streets. Adopted.

REPORTS OF COMMITTEES.

Finance, reporting adversely upon the petition of Mary spaulding for a cancellation of taxes.

Police, recommending the dismissal of James Hlad from the police force for incompetency, and that the city marshal endeavor to assign Henry W. Pettit to less onerous work than of patrol duty. Adopted.

Claims, reporting in favor of Samuel J. Howell for supplying the city with coal, and the Omaha Coal and Produce company for supplying hay for the fire department. Adopted.

Sidewalks and bridges, reporting in favor of bridging North Omaha creek. Adopted.

Special, that the claim of Mary W. Gayler for \$1,600 be allowed, the same being damages arising from grading Farnam street. Adopted.

ORDINANCES.

Laying a special tax for curbing and gutting Dodge, Ninth and Thirtieth streets. Passed.

Laying a special tax for curbing and gutting part of Tenth street. Passed.

Calling for a special election to secure the consent of a majority of the electors to the construction and operation of a cable tram street railway over and through certain streets in the city. Passed.

Regulating the running of street-cars. This ordinance provides that a car shall be run in each direction at regular intervals, at least every ten minutes from 6 a. m. to 8 p. m., and at least every twenty minutes from 8 p. m. to 12 m., to take effect Nov. 4th. Passed.

Several special ordinances to pay for curbing and gutting, grading and a widening. Passed.

An ordinance to amend Section 9, chap. 31, of compiled ordinances was passed.

Mr. Haskell stated this amendment was made to give the police judge discretion in the punishment of suspicious characters.

To extend Phil Sheilan street. Passed.

Adjourned.

A BOOM FOR OMAHA.

Steps Taken Toward the Construction of Cable Tram Street Railway in This City.

The ordinance which passed the council last evening providing for an election to obtain the consent of a majority of the electors of this city to use certain streets for a cable tram railway shows the confidence of moneyed men in Omaha. This project, if carried out, will give the people living in any part of Omaha the greatest facilities to reach any point in the city by this system of street railways. The streets upon which it is intended to lay these lines, if the right to use them be given by the people are as follows: Ninth, Tenth, Eleventh, Thirteenth, Fourteenth, Sixteenth, Vinton, Sherman avenue, Twentieth, La Fayette, Jefferson, Saunders Park avenue, Leavenworth, Sherman, Farragut, Coburn, Howard, Harney, St. Mary's avenue, Farnam, Dodge, Chicago, California, Cuming and Marver avenue. The northern terminus on Ninth street will at Davenport; on Tenth at Chicago; on Eleventh, at Cass; on Thirteenth, at Webster; on Fourteenth, at Cuming; on Sixteenth Sherman avenue, Twentieth, Jefferson Saunders and Park avenues, as the northern terminations of these streets. The southern terminus on all the above named streets will be at their southern terminations as now established. The eastern terminus on Leavenworth, Farnam, Howard, Harney and Dodge streets will be at Eighth street; on California, Twelfth; on Cuming, at Fifteenth. The western terminus on the above named east and west streets will be at their western terminations as now established or that may hereafter be established.

The company intending to carry out the great project is the one whose articles of incorporation were filed about one year ago, and of which Mr. L. S. Hascall is now president. It is intended if the franchise be granted to proceed at once with the construction of the road. It is estimated that the first mile of this road will cost the company \$75,000. It will be operated the same as the present system of tram railways in Chicago, after which it will be patterned.

Seal of North Carolina Smoking tobacco is the best.

10,000 bushels Choice Winter Apple for sale in car lots or less. Your business solicited.

J. G. WILLIAMS & Co., Nebraska City, Neb.

Smokes Seal of North Carolina Tobacco.

DIED. KOOPMAN, in this city, October 6th at 6 o'clock p. m., Peter Koopman, aged ten years and eleven months.

Funeral to-morrow at 2 p. m. from the residence on William street.

ROYAL BAKING POWDER Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholeness. Made for years the standard of the world. It is in competition with the substitute of low cost, but it is the only one that is absolutely pure. BAKING POWDER CO., 108 Wall street, N. Y.

PERSONAL. W. J. Whitehouse has gone east on a business trip.

Mr. Charles H. Isaacs has returned from his eastern trip.

Ex-Sheriff Saunders is at home from his trip through the east.

Mr. C. H. Dewey has gone to St. Louis to see the "Vedil Prophets."

James Muir and wife have returned from a five weeks trip through the east.

Mrs. C. K. Coutant left on Sunday for St. Louis. She will spend a few weeks in the east before returning.

Iron Shipbuilding and Its History.

The eighth volume of the census reports of 1880, in its chapter upon the shipbuilding industry of the United States, gives an interesting sketch of the origin and development of the practice of employing iron in place of wood in the frames and outer planking of vessels—a topic in reference to which there is little inquiry and dispute. Over eight years, it seems, have elapsed since the first iron vessel was built, this being a little canal boat with a wooden frame, and bottom and sides of boiler iron. Its lightness and buoyancy attracted much attention, and led to the construction of other boats of the same class.

The first iron steamer was manufactured at Hoveley, England, in 1821, put together in London and sent to France for use. In the ten years following a number of small iron steamboats were built for companies in England and on the continent. Packets for use on the English coast were next built, and finally in 1838, sailing vessels of from 200 to 300 tons register were built at Liverpool and elsewhere for the foreign trade. Two years later the iron shipbuilding industry was largely developed, the opinion having gained acceptance that, in England at least, for all large tonnage, it was cheaper to build of iron than of wood. The lighter weight and longer life of the iron vessel, as well as the fact that it costs from \$10 to \$20 per ton less than the wooden vessel, has gained for the former such a decided preference that in England the production of wooden tonnage has steadily declined year by year, until, in 1884, it has virtually come to an end. It may be added that the first large iron steamship and the first large ship in which the screw propeller was used was the Great Britain, which made her first voyage from Liverpool to New York in August and September, 1845. Her designer was Brunel, who is well known to fame as having constructed the Great Western in 1838, and the Great Eastern in 1859. Iron shipbuilding in America has not flourished as it has in England, partly on account of the greater cheapness of timber here, and in larger part by reason of the obstacles thrown in the way of industry by our absurd tariff and navigation laws. Prior to the enactment of our present tariff laws, at periods when iron was cheap, something was done, however, in this line. The first iron vessel put together and used in America was the Odorous, which was exported in pieces from England in 1825, and first employed on the Susquehanna river in Pennsylvania. In 1836 there were five iron steamers in use on the Savannah river, built, it is supposed, in the North. In 1839 an iron of 600 tons was launched at New York, and in 1838 another was built at Pittsburgh. In 1841 Boston, and in 1842 Philadelphia, added their names to the list of producers of this class of vessels. Baltimore's record begins, it is stated, with the new type of express steamer launched by Ross and Thomas Whelan in 1858. "Baltimore," says the writer of the special report of the census upon the shipbuilding industry, "is favorably situated for the construction of iron vessels;" but "the war interrupted the growth of the business." In 1872 Woodall & Co. built two iron sailing vessels, and others were afterward constructed by the same firm. The regular iron shipyard of Malster & Remsen, established in 1876, had up to the census year built eight iron steamers, of lengths varying from 42 to 155 feet. In 1874 the iron tonnage built in the United States, exclusive of some vessels built on foreign orders, was 33,097 tons—a figure that was not again reached in any subsequent year up to 1881, the tonnage of the latter year being but 23,536 tons. The most elaborate and complete plant for iron shipbuilding in this country is that of John Raebell & Son, at Chester, Pa., which is said to represent an investment of about \$1,000,000. In the ten years from 1872 to 1882 both inclusive, the iron tonnage built by Raebell has aggregated 149,000 tons. The City of Peking, the City of Tokio the Para and Rio de Janeiro were built by this firm for the foreign trade, but too artificial enhancement of the price of shipbuilding materials caused by our high tariff makes the cost of these and other iron steamers built in this country too great for them to compete with success with foreign-built ships for a remunerative share of the carrying business of the world. Their field of employment, therefore, is restricted, for the most part, to our coasting trade, in which foreign vessels are not allowed to participate. It may be added that steel has taken the place of iron in England in the construction of ships, and it is beginning to be largely employed for this purpose in this country.



BUY ONLY GARLAND STOVES AND RANGES. The World's Best. SOLD WITH THE GUARANTEE OF BEING THE BEST THAT CAN BE MADE.

LANGE & FOITICK. Improvement after improvement has been made, until to-day the clothing offered by Schlack & Prince, 1210 Farnam street, is equal in every respect to the best.

STARTLING! are the changes that, in a few years, have taken place in the manufacture of Clothing.

Custom Work! While at the same time the lowness of price of the fine grade of clothing they handle is no less astonishing than the Perfection of Fit! AND THE QUALITY OF MATERIAL AND MAKE.

Boston Clothing House 210 Farnam Street, 1210 The Child's Hospital. 1716 DODGE STREET.

THE HULL VAPOR COOK STOVE. The Pioneer, and Still Ahead.



100,000 NOW IN USE. Fast superseding the largest old-fashioned stove and ranges. It has the simplest and most efficient stove burners in the world, and with a few simple means is adapted to use the second course without a single accident.

ACADEMY OF THE SACRED HEART. The semicentennial year commences on the First Wednesday in September.

TERMS PAYABLE IN ADVANCE. Five Months, \$150.00. EXTRA CHARGES—Drawing, Painting, German, French, Italian, and Vocal Music.

CREIGHTON COLLEGE. CLASSES RE-OPEN ON MONDAY, SEPTEMBER 1. Besides the advantage of a solid English and Classical education, special care will be devoted to the Sciences.

Practical Surveying AND ALSO TO Book-Keeping, Banking and Commercial LAW.

Five new professors have been added to the faculty for this purpose. NEW STUDENTS must present themselves during the week ending August 31, between 9 and 12 a. m., and they must be ready to stand examination to decide their rank in the course.

GERMAN D. WYATT, LUMBER MERCHANT. LUMBER, LATH, SHINGLES, SASH, DOORS, BLINDS, MOULDINGS, LIME, PLASTER, HAIR, CEMENT, Etc.

CUMINGS AND 20TH STS., OMAHA, NEB. OMAHA NATIONAL BANK U. S. DEPOSITORY. J. H. MILLARD, President. WM. WALLACE Cashier. Capital and Surplus, \$500,000. OMAHA SAFE DEPOSIT VAULTS.

Fire and Burglar Proof safes for Rent at from \$5 to \$50 per annum.

Himebaugh & Taylor, -LARGEST STOCK OF- FINE BUILDERS' HARDWARE In the State.

CONTRACTOR'S & BUILDERS' ESTIMATES FURNISHED. Buy your Fine Furnished Hardware at Home for less than Eastern Cities Can Deliver it.

Send for Our 250 Page Catalogue, only one issued in Nebraska. ONE HUNDRED VARIETIES.

BUFFALO, S. STANDARD SCALES. Counter, Hay, Stock and Railroad Track. ADOPTED BY THE UNITED STATES GOVERNMENT.

Orders for the Indian Department given for Buffalo Scales exclusively. Scale REPAIR SHOP, 1405 Douglas Street. OMAHA, NEBRASKA.

1884. FALL AND WINTER. 1885. GREAT BARGAINS IN READY-MADE CLOTHING!

AND—GENTS' FURNISHING GOODS. Visitors to the State and others in need of Men's, Boys' and Children's Clothing, will do well to call on

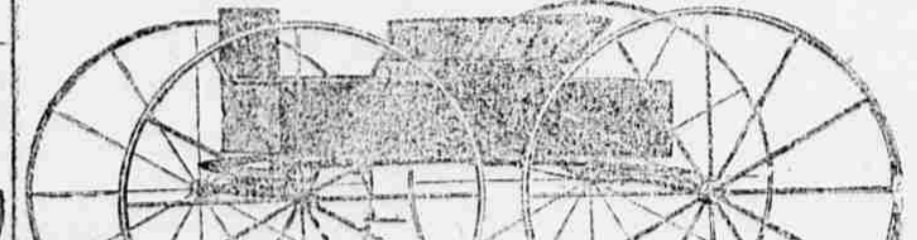
B. NEWMAN & CO., The Strictly One Price House in the City. And examine their goods and prices. They carry the largest stock, and sell lower than any other house in the city. Merchant Tailors don't fail to call at 1216. FARNAM ST. 1216

The Largest Stock in Omaha and Makes the Lowest Prices. Furniture DRAPERIES AND MIRRORS. CHAMBER SETS.

Just received an assortment far surpassing anything in this market, complete the latest and most tasty designs manufactured for this spring's trade and covers a range of prices from the Cheapest to the most Expensive.

Parlor Goods. Draperies. Now ready for the inspection of customers, the newest novelties in Suits and Odd Pieces. Complete stock of all the latest styles in Turbans, Muffs, Lace Curtains, Etc., Etc. Elegant Passenger Elevator to all Floors. CHARLES SEIVERICK, 1206, 1208 and 1216 Farnam Street, OMAHA NEB.

W. M. SNYDER. MANUFACTURER OF OP STRICTLY FIRST-CLASS Carriages, Buggies, Road Wagons AND TWO WHEEL CARTS.



1819 and 1820 Bismarck Street, 205 & 19th Street. Catalogue furnished free upon application. Omaha, Neb.

GERMAN D. WYATT, LUMBER MERCHANT. LUMBER, LATH, SHINGLES, SASH, DOORS, BLINDS, MOULDINGS, LIME, PLASTER, HAIR, CEMENT, Etc.

CUMINGS AND 20TH STS., OMAHA, NEB. OMAHA NATIONAL BANK U. S. DEPOSITORY. J. H. MILLARD, President. WM. WALLACE Cashier. Capital and Surplus, \$500,000. OMAHA SAFE DEPOSIT VAULTS.

Fire and Burglar Proof safes for Rent at from \$5 to \$50 per annum.