

THE DAILY BEE
Monday Morning, March 2.
LOCAL BREVITIES.

Yesterday the ferry cars commenced to run.
To-night the grand Purim ball will be held at Falconer's hall.
A new appearance docket, "Z," has been opened by clerk Jams of the district court.
Samuel Kreisman, who has been very low for some time past died yesterday morning of consumption at St. Joseph's hospital.
The Musical Union Orchestra gave a second concert yesterday afternoon at the opera house. It was largely attended and enjoyed.
John O'Brien and John Fitzgerald, two youthful toughs, were arrested Saturday morning for stealing oysters and soap from a Tenth street grocer.
About noon Saturday sneak thieves entered a house at the corner of Eleventh and Capitol avenues and stole a lot of jewelry belonging to two women of the town.
The convention of Christian workers to be held in this city by D. L. Moody, will begin on March 17th and continue for three days.
The 2-year-old infant son of J. R. Lewis died suddenly yesterday. The bereaved parents will have extended to them the hearty sympathy of their friends in the heavy affliction.
Mr. Lew Pixley, head salesman in Branch & Co.'s commission house, rejoices in the advent at his house of a bouncing baby boy. Lew says he is a daisy and cannot be beaten.
To exchange for city residence or farm land, three thousand dollar mortgage drawing 10 per cent interest, due Oct. 1885, Oct. 1886, Oct. 1887, Address, Lock Box 3, Scranton, Iowa.
Saturday morning "Duck" Maguire rustled around and succeeded in getting money enough to pay the remaining fine of George Howard, confined in the county jail. "Duck" had to have his partner out in order to do any business.
William A. Kelley, foreman of the Republican office, was "held up" near the corner of Tenth and Farnam streets about 12 o'clock Saturday night. He boldly drew his revolver on the "Dick Turpin" and frightened them off before he was relieved of any of his valuables. The police were promptly notified but failed to find the offenders.

PERSONAL.

G. Buse, of Berlin, Germany, is at the Paxton.
Mr. J. D. Her returned yesterday morning from Chicago.
I. S. Hascall and Herman Kountze left last night for Lincoln.
O. L. Kenyon, of Smith's dry goods store, has gone to Chicago.
W. M. Armstrong and Geo. Armstrong, of Dublin, Boone county, were in the city Saturday.
Mr. and Mrs. E. C. Patterson have returned from a month's visit to the New Orleans exposition.
Col. A. C. Dawes, general passenger and ticket agent of the H. & St. J. and the K. C., St. J. & C. B. roads, is at the Millard hotel.
Hon. James E. Boyd left Friday evening to attend a meeting of the democratic national committee, to be held in Washington, Monday, March 23.
Messrs. Smith and Holdrege, accompanied by Attorney C. K. Green, all of the B. & M., spent Sunday in the city, and returned last night to Lincoln.
C. H. Patch, late of Smith's dry goods establishment, has come east to purchase in New York and Boston the stock for a ladies' furnishing store, which he will shortly open on Douglas street.
James Barber, North Bond; R. R. Sutherland, Columbus; Wm. Duggins and wife, Elkhor; George L. McBride, Marshalltown; Wm. Harrison, Chicago; John Hosker, O'Neill, are at the Casfield.
J. O. Chase, Fairmount; Elmer Bangs, Syracuse; B. L. Heine, New York; D. A. Bursen, Philadelphia; James Cunningham, Des Moines; A. W. Nash, St. Joe; E. J. Foster, Cedar Rapids; J. M. J. Rompel, St. Louis, are at the Millard.
Mrs. Lagett, North Auburn; L. A. Kent and wife, Meriden, Neb.; Chas. Riddat, Norfolk; E. W. Andrews, Missouri Valley, E. P. Whitney, Guide Rock; G. B. Goodell, Thos. Sturgis, Cheyenne, Wyo.; J. Brophy, Butte, Montana, are at the Paxton.
Geo. A. Magney, Papillion; D. L. McGuckin, Oakland; O. Bergstrom, V. Carlson, Gothenburg; Jas. Philpot, Ora Dawson, W. F. Foltz, Weeping Water; Dennis Sanderson, North Bond, Neb.; R. M. Jaffray, Mississippi; and G. A. Coleman, of Shenandoah, Ia., are at the Metropolitan.
Seal of North Carolina Smoking tobacco is the best.
The Elkhorn Line Extension.
Gen. C. M. Lawler in reply to a question by a reporter of the Sioux City Journal, says: "There has been delay in getting materials for the Valantine extension owing to the blockades east. That is over now, and the ties, bridge material and steel rails are coming as fast as we can handle them. We have about 2,000 cars of material yet to receive for the ninety miles of grade now finished. We hope to get that out of the way by April, so as to have the rolling stock for spring business. The material for the fifty-one miles under contract can be brought more at our leisure. The track is to be completed to White River by the middle of August. There is a good deal of corn and cattle to come off the Nebraska division, and part of the cars that come west with material have capacity to carry east. There has been delay about getting the cars through the blockades east filling the sidetracks and elevators at Chicago. But that is over now, and they notify us that they can take our cars as fast as they are sent forward. It is desirable to get everything that is ready to move shipped out before the rush of spring business comes. Now, I do not know anything about extensions from White River west to the Wyoming coal fields or north to the Black Hills. Both routes have been explored, but the location and building are not in my department. I only look after forwarding the material."

CHARTER AMENDMENTS.
A Dead Issue Furnishes a Theme of Lively Discussion at Saturday Night's Meeting.

Senator McShane's Explanation—The True Inwardness of the Matter [as Revealed by the City Engineer.
Pursuant to the general call issued, a large number of citizens gathered in the city hall Saturday night, to discuss the proposed "charter amendments and the objections thereto."
A. D. Jones was elected chairman, and S. F. Woodbridge secretary.
Mr. Connell then rose and claimed the attention of the audience for a brief review and explanation of the salient provisions of the new bill. Although, he said, the news had been received that the bill had passed both houses, yet in view of the fact that it had not yet become a law, it might be well to enter thoroughly into the subject, and to clear away doubts which may have clouded the minds of certain citizens with reference to the propriety of the measure. The gentleman spoke for half an hour making an explanatory review of the bill, and answering the questions which had been urged against certain clauses thereof.
At the suggestion of Mr. C. W. Hamilton, Mr. Connell yielded the floor to Senator McShane, who arrived at this juncture.
The senator responding, said that the bill had been favorably received by both houses of the legislature and now awaited approval and the signature of the governor. Being called upon to detail the amendments which had been made to the bill before its passage, he said that the first one effected the reduction of penalty on special assessments to 5 per cent instead of 10. The clause creating a board of adjustment was amended so that any taxpayer feeling aggrieved by an award could appeal to the district court within 60 days.
The last amendment changed the clause relative to the punishment of any city officer for bribery, so that the bribe-giver should not be considered equally guilty with the bribe-taker. The object of this provision was to enable the city to call upon the person offering the bribe to testify as the convicting witness.
Mr. Connell then resumed his running comments on the bill.
At the conclusion of his remarks, Senator McShane again took the floor. He stated that there had been a great deal of foolish talk about the motives which had been brought to bear to compass the defeat of the charter amendments bill. Especially had he been malign on this point, his intentions and actions in many ways being misrepresented.
His opposition to the bill had been conscientious, and was inspired by the belief that he was acting for the best interests of his constituents. (Mr. McShane's speech, in the main, was a defense of his position on the subject of the passage of the bill, and need not be reviewed at length. He took up and discussed the measure in detail and explained his opposition to the several clauses under discussion.)
During the progress of the speech, Messrs. Hanson and Connell became involved in a wordy quarrel, which threatened at one time to result fitfully. About this time, also, the uproar and confusion was something which, to use the hackneyed phrase, beggars description. It reminded one of a scene on "Change" when the "bills" are tramping savagely under foot the "bears," on a sudden rise of seven-eighths in May options. Peace finally restored itself, and when the last echo of Chairman Jones' vigorous vituperation had died away, business was resumed.
A vote of thanks was given to Senator McShane "for his course in the legislature, in reference to the bill."
Mr. James Creighton, chairman of the board of public works, arose and made a pointed and spicy arraignment of Mr. McShane for his action in endeavoring to obstruct the passage of the charter amendments bill. He likewise vigorously defended the motives of himself and City Engineer Rosewater, as well as the Douglas county delegates, in endeavoring to secure the passage of the mooted bill.
Mr. Rosewater, city engineer, then took the platform and made a lucid explanation of his position on the passage of the bill, making as well a detailed explanation of the clauses against which too much had been said pro and con. He commenced by saying that he did not propose to take up the time of his hearers with personalities, but to say a few words in reference to some of the provisions of the new charter amendments, particularly one relating to the resurvey and monumenting of the city. At the outset he wanted it understood that he went to Lincoln at the earnest request of citizens and councilmen, because they said he was more familiar than anyone with the general details governing municipal work, and could make needed suggestions or answer any questions that might be asked concerning the charter. He went at his own expense. When he got there and met the delegation he found the general opinion adverse to amendment, because the time was so short that there would be danger of leaving the whole bill in the attempt.
Mr. McShane presented numerous objections, which, when met, were only followed by others. Every proposition to amend reasonably was approved. Mr. Winspear offered to strike out entirely the so-called obnoxious provision for the re-survey of the city. This Mr. McShane also refused, and it was then, after siding as they thought, a manifest desire on the part of Mr. McShane to play into the hands of the street railroad and other companies to defeat the bill that they agreed they would listen to amendments. Now so far as the nature of the surveying and monumenting provision was concerned, it was just the opposite of what it was represented to be. Instead of being framed to destroy and move the old lines or interfere with property rights it was framed and provided to protect property interests and by securing a record of the inequalities that exist, it was calculated to fix monuments from which they could be removed hereafter be steadily relocated. So far as he was concerned he had recommended such a step as early as 1870 and again in 1881. The same course has also been urged by Dr. Smith and others. To show that this bill was framed with that purpose in view, he read a letter from a printed brief before the supreme court written eight months ago in response to request of Gen. Estabrook and was the inspiration of this bill. This letter reads:
"By my views as to the best remedy

LIFE ON THE RAIL.
Its Dangers Forcefully Illustrated—The Ames Disaster—Attempted Train-Wrecking at Thummal.

About 6:30 yesterday morning at Ames, Neb., 57 miles west of Omaha, a collision occurred between the Denver fast freight No. 13, and through freight No. 8 east bound, on the Union Pacific. The details of the accident received officially are about these:
It appears that No. 13 was behind time, and before reaching Ames had been running at extra fast speed, in order to regain schedule hours. Just before reaching the town, No. 13 collided with the way car of No. 8 headed east, which was then passing on to a side track, but had not quite cleared the main track. The west bound train was under slow headway at the time, but struck No. 8's way car with sufficient force to throw it violently on its side, off the track.
In the car at the time were two passengers. One escaped with trivial bruises, but the other, Jeremiah Griffin, was so badly injured that his death is almost a certainty. He was thrown violently against the side panelling of the caboose and sustained terrible injuries in the breaking of seven ribs on the left side. He was brought into this city where he was placed under the care of the company's surgeons at the St. Joseph's hospital. Contusion of the lungs, an almost inevitable consequence of Griffin's injuries, has ensued, and the death of the unfortunate man is hourly expected. He is about fifty-two years of age, and came from Terrace, Utah, where his family is still resident. He had boarded the train at Grand Island and was coming to Omaha to seek employment in his trade as machinist and engineer. He has lived here for some years previous to his going west, and has a number of friends in this city. Mrs. Griffin has been informed of the sad accident, and is expected to arrive here to-morrow or Wednesday.
The question as to where to lay the responsibility of the accident is still unsettled. Train dispatcher Boyd was blamed yesterday in collecting testimony of the crew of No. 8, the east bound freight. Conductor Jim Passage and Engineer Shields of that train say that No. 13 was duly signalled to stop, but there being no one at the brakes, failed to "slow up," and rushed on past the side track. Conductor Leeder and Engineer Tisher, of Denver freight, have not yet announced their side of the story, and further investigation of the matter await their arrival in this city. The Union Pacific authorities declare their intention of thoroughly sifting the subject, and of discharging the parties responsible for the accident.
A TIE ACROSS THE TRACK.
It has just transpired that an attempt was made last week to wreck the special division freight train, west bound, which left this city Thursday morning. The train had just left Thummal station, some 120 miles west of Omaha, about 8 o'clock in the evening, when a tie was discovered lying across the track ahead, too late, however, to allow the engineer to "slow up." Fortunately, beyond a general jarring, no damage was done to either train or train hands. The Union Pacific detectives have been at work endeavoring to locate the wrecking rod, but have yet made no arrests. Had the tie been lying at a high rate of speed when it ran into the obstruction, results of a serious or fatal nature might have followed.
Piles, fistulas and rupture radically cured. Book of particulars two letter stamps. World's Dispensary Medical Association, Buffalo, N. Y.
Pulver Court.
In the police court Saturday morning Pat McGuire was charged with having been intoxicated. He pleaded guilty, and was sentenced to ten days in the county jail on bread and water.
Belle Sanford, Sadie Metcliffe and Wm. Kinney got mixed up in a row last night, and were arrested on a charge of disturbing the peace. They all pleaded not guilty, and the case was continued until Monday.
Sam Campbell, William McIver and John Garrity were each fined \$5 and costs for drunkenness.
Frank Frost was charged with vagrancy and was given an opportunity to leave the city.
Frank Wilson, alias N. S. Schultz, was sentenced to twenty days in the county jail on bread and water for stealing a pair of pants.
ROYAL BAKING POWDER Absolutely Pure.
This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the masses of low test, short weight stuff of adulterated powder. Sold only in cans. ROYAL BAKING POWDER CO., 108 Wall St., N.Y.
COWING & CO. WROUGHT IRON PIPE, FITTINGS, Lead Pipe and Sheet Lead, WINDMILL AND DRIVE WHEELS, Plumbers' Gas and Steam Fitters' IRON AND BRASS GOODS, ENGINEERS' SUPPLIES, 14th & Dodge Sts., OMAHA, NEB.
DREXEL & MAUL UNDERTAKERS
At the old stand 1417 Farnam St. Orders by tele graph solicited and promptly attended to. Telephone No. 254.
The taking of testimony in the case of Frank Grabbe, accused jointly with Lusia Kluss of the murder of the father's husband, was brought to a close Saturday. Arguments of counsel will be made to-day.
J. T. Board brought suit against the city to recover \$201 for taxes paid under protest in sewer district No. 15.
Judge Dundy, of the United States court goes to Lincoln to-day, and will examine in formal session, Marshal Bier-bower's accounts for the past term.

1312 WHEN 1312

A rival is outdone, his first resort is to throw himself into the arms of the printer for protection, and wrap himse' f up in his own wool, and feel the shelter of imagination, when he sees the Truth staring him in the face. That ignorance is bliss.

THE SHOE

To fit the hoof. A man to make an appearance must dress neatly. Reasons for many has been in not being able to pay the exorbitant prices, consequently could only provide an ordinary suit, bought of a ready made clothier. No reasons now since the Misfit Parlors have established the fact that man can dress, with no more expense than heretofore and wear the best. The competitors feel the amount of business lost since the opening of the Misfit Parlors, and this is what

Table with 3 columns: Suits, Overcoats, Pants. Lists prices for various items like Merchant-Tailor made suits, overcoats, and pants.

The WEARER Shows Lameness

In the lack of business ability, by abusing a reputable firm with printers ink with no foundation. One visit to The Original and Only Misfit Parlors 1312 DOUGLAS ST., UP-STAIRS.

MISFITS.

Having quite a number of Misfits and Uncalled for Suits From our Merchant Tailoring department, we offer them to all purchasers at about one-half of their actual value. These are no Ready Made Goods, advertised as Custom Made, but Real Merchant-Tailor work.

TEST YOUR BAKING POWDER TO-DAY.



DR. PRICE'S CREAM BAKING POWDER. DOES NOT CONTAIN AMMONIA. ITS HEALTHFULNESS HAS NEVER BEEN QUESTIONED.

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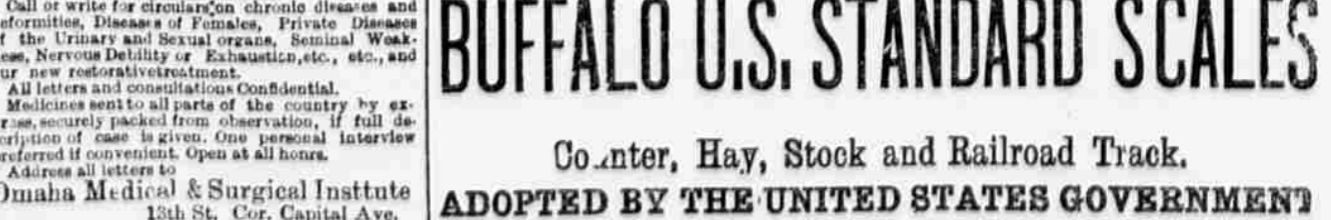
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Advertisement for Omaha Medical & Surgical Institute, listing various medical services and contact information.

Advertisement for Himebaugh & Taylor, Fine Builders' Hardware, listing various hardware items and contact information.

Advertisement for Buffalo U.S. Standard Scales, listing various scale models and contact information.

Advertisement for Dufrene & Mendelssohn, ARCHITECTS, listing architectural services and contact information.

Advertisement for Mendelssohn & Fisher, REPAIR SHOP, listing repair services and contact information.