CULLED FROM THE CITY.

A Wreck at Gilmore - Other Rail Notes.

CAPTAIN MURDOCK'S DEATH.

Full Particulars of the Accident-Mrs. Festner Wants a Divorce--Bound for China-Policel Court Local

A Wreck at Gilmore. Freight train number 50 due here Weddesday at 7:30 ran off the track at 10 o'clock p. m. at Gilmore and the engineer and fireman, Gentleman and Leonard saved themselves by jumping. There were on the train fourteen cars of grain, four of cattle and one of hogs. The greater part of the grain cars were totally de-stroyed and their contents scattered over the ground. A number of the cattle were bruised and two magnificent steers were killed outright. The hogs were badly shaken up. Several killed and the rest taken to shelter at the yards near

the station The engine ran on the ties for nearly an eighth of a mile, then separated from the rest of the train and shot ahead jumping over the cattle guard and finally toppling over on its side. A hundred feet behind it lay the cars on their sides, on their heads, standing even on edges. Some were broken into kindling wood, others lay across the track, while others still forced their way through the ends and sides of their companions. Trucks were scattered in all directions and other material was so wrenched as to almost defy repair. The track was torn into designs of all descriptions. The train was running at the rate of twenty miles per hour, and it is not

known what part of it struck the cow first. The engine bears no marks of the contact, though certain parts of the cars look as if they had met her. Wednesday at 12 o'clock men were summoned from Papillion, Elkhorn, Gilmore, Millard and Omaha to the wreck. The early morning train from the west had to transfer its mail and passengers.

At precisely 1 o'clock the side track was tinished and Manager Callaway Superintendent Dorrance and Colonel Eddy in a special rar passed to the west. They were followed by the Missouri Pacific train and finally by the west bound Denver, Conductor Blakeslee. It will require a couple of days to clear the

Mr. Dorrance, superintendent of the eastern division of the Union Pacific, states to a representative of the BEE that the charge made in this paper that the company is trying to economize by re-ducing the number of section hands and neglecting the road-bed is doing an injustice to the company. The fact is, says Mr. Dorrance, that the company has during the last tive or six months out more mhney to put the road-bed in first-class condition than during any equal period in the previous history of the road. The company is rapidly re-placing the fifty-six-pound rails with new sixty-pound steel rails, and the track is being put into as good condition as that of any western road. Passenger trains are making the road. Passenger trains are making the run between Omaha and Denver in seventeen hours, while trains on the Iowa roads are making the run between the Missouri river and Chicago, about the same distance, in twenty-two hours. The company has experienced some considerable difficulty in the Platte valley east of Columbus, owing to the peculiar na-ture of the ground and the heavy rains and overflows. On the Republican Valley there have also been overflows. There have been only five accidents on the Union Pacific this year. One of them is yet a mystery of the management, which is investigating the cases. Another was caused by the trucks of a car breaking down, which is liable to happen on any

General Traffic Manager Kimball entertained yesterday in his office General Traffic Manager Stubbs, of the Southern Pacific road, who is on his way home from the east. Some routine matters of mutual interest to both roads were discussed, and the old agreements were entered into for the ensuing year.

HE FIRED PILLS.

How an Omaha Physician Shot to Save.

"Talking about the Hoffman libel suit," said a well-known Omaha physician the other day, "I have always had a certain sympathy for horsethieves since a little occurrence which happened twenty years ago." "Tell us about it," chorused his audit-

"I was then living in a little Missouri town," said the man of medicine, "struggling along as best I could against adverse fate and the disgusting healthiness of the community in which my lot was cast. Horsethieving was a very common thing in that part of the country, and some of the residents of the county in which I lived had formed an anti-horsethief associa-When a horse was stolen it became the duty of every member of the associa-tion to thoroughly arm himself, mount his steed and start in pursuit of the thief. One day one of the members of the association lost a string of three valuable horses. The identity of the thief was unknown, but fortunately a clue to the direction he had taken was given by a boy who had seen a stranger with a number of horses going west from town. Within less than half an hour after the loss had been discovered a band of thirty members of the association were in hot pursuit of the thief, over hill, down dale and through forests. We manage to strike the fellow's trail about 3 o'clock in afternoon and followed it closely. As half-past 7 o'clock in the evening we ren across him in a thick clump of bushes, the horses staked about him. We closed in about him, and in less time an it takes to tell it, the norse thief was under arrest. A "court" was organized without a moment's delay, and a trial lasting not longer than ten minutes followed. The fellow was found guilty and sentenced to die. I felt sorry for the scamp, tried to intercede in his behalf—he was a young fellow with whom I had been acquainted with for some time, and whom I knew to come from highly respected parents in Illinois. It was of no use. The captors insisted that he no use. The captors insisted that he must die, and only laughed at my entreaties. To add to my disgust I was se-

ected as the one to shoot him. "Say your prayers, boy," said one of the men to the young fellow who had been tied to a tree.

"The poor cuss didn't know how to pray, and asked me to help him. I didn't know anything but the Lord's prayer and tried that. It went so well and seemed to relieve the poor fellow so

much that I repeated it several times. "Just as I rose from my knees, the de-tails of a plan whereby I might save the man's life flashed into my mind. I whispered them into his ear, and his rateful look, as hope was revived in his eart, I shall never forget. It was growing dark and the men were becoming impatient, so that I determined to hurry matters to a crisis. I had a double-barreled muzzle-loading shotgun, and under pretense that the loads were not fresh I fired them off. I reloaded them, not with shot, but with some very small pills which I happened to have with me. I was pretty closely watched, and trembled inwardly lest I might be detected.
But I wasn't. I measured off a goodly distance on the ground, and fired, taking a low aim. The horse-thief fell over, ap-

parently dead. The vigilantes mounted their horses and rode away, leaving me to bury the victim. In less than ten minutes the corpse was free and making a bee line for Kansas. The dose of pills had not injured him in the least."

ODDS AND ENDS.

Stray Leaves From a Reporter's Note Book. "It is not generally known, but it is a fact, nevertheless, that General Grant never wore a Grand Army of the Republie badge until he was on his way returning from his trip around the world. And, will you believe it, the honor of bestowing one upon him belongs to an Omahan. This circumstance I recall with peculiar interest, because I was a witness of the bestowal." The speaker was a promi-nent member of the Grand Army of Re-public of this city. "You well remember he continued, "that when General Grant and his party reached Cheyenne, on their way home, they were met by a delegation of Omaha citizens nearly all of whom had been through the war, some with more, others with less distinction. There were many of them members of the Grand Army of Republic, and, as night approached the rare pleasure of enjoying a camp-fire in the Pullman with so renowned a comrade as the great commander of the army of the republic, was one to which every Omahan was keenly alive. The subject was proposed to Gen. Grant and with a characteristic smile, he graciously assented to enter. "But," he remarked, "I have no badge." The breast of nearly every other man around him was decorated with the emblem of the G. A. R.,

while that of the general was empty.
"On the spur of the moment, J. R. Manchester, who wore the newest badge, rese and remarked that it would afford him the greatest pleasure and honor if the general would accept the badge which the speaker wore. Gen Grant smiled one of those assenting smiles peculiar to him, and immediately, Mr. Manchester handed the badge in question to Gen. Manderson and that gentleman, with the unctious grace and dignity peculiar to him and belitting the occasion, presented the badge in a most entertaining speech. The gift was accepted, the camp fire was opened, and such a camp hre as it was, rich in memory and pregnant with mem-orable deeds, none save those composing it may tell. Mr. Manchester's was the first and perhaps the only Grand Army badge General Grant ever wore. It was only a few days before his departure on his trip around the world that he joined the Grant post at Philadelphia. He had not been presented with a badge and went without one until the occasion of which I have just told you."

"The veteran actor Couldock is a very gruff and unprepossessing old man to strangers," said Mr. C. D. Hess, of the musical festival, one night last week, as he was ordering six foaming lagers for a small party of friends. "Drinking beer reminds me of a little incident of my ac-quaintance with him. When he was in Chicago a few years ago, the members of the Owl club, the swell organization there, tendered him a banquet. Everything went well for a time, though I, who was sitting near Couldock, could see that it, let's get out of this. When I drink beer I want to be in a place where they have handles on the glasses and sawdust

THE MULES DID IT. Particulars of the Death of a Gallant Army Officer.

General Crook yesterday recived a letter from Lieutenant Chas. G. Morton of the Sixth infantry, detailing the circumstances of the death of Captain D. H. Murdock of that regiment, who was owned while crossing Grand river near Moab. Utah, in a ferryboat. This oc curred some two weeks ago, it may be remembered, while Captain Morton was en route to southern Utah, to protect the settlers from Indian incursions.

The river was 300 yards wide at the point where the crossing was made, the current being very swift. The ferry-boat was an old one, and as developments proved, a very unsafe one. Among the passengers carried over with Captain Murdock were threemules. When the boat got to the middle of the stream the animals became unruly, and, mule-like, backed into the river. The ferryman turned to assist the man who was struggling with the animals, and in his absence the rear rope slipped off the spike which held it. This threw all the upon the other which was not strong enough to stand it. The strands began to part, and just as the rope snapped, Capt. Murdock seized one end, thinking perhaps, that he might save the boat. He was jerked violently into the river, however, and before assistance could reach him, had sunk for the last time. The body was washed into a canon and was never recovered.

THE BUILDING BOOM.

Some Pertinent Pointers Thereon-

New Buildings. "There will be double the amount of building done in Omaha this year than in any previous year," said a well known local architect to a reporter yesterday. It was feared early in the season that the strikes would cause a collapse of the building boom, but fortunately, owing to the good sense of our workmen here, such has not been the caes. There is every indication now that the season is to be a tremendously busy one. Four of the eastern builders are anticipating trouble on the first of July, but I do not think there is any danger of strikes in Omaha. The local brick supply? It will be ample for all demands that will be made this year. You newspaper men have been booming the town so that the brick manufacturers, in anticipation of a great harvest, have been working night and day. Many of the yards have doubled their capacity, and several new ones have started up. The several new ones have started up. The consequence will be, as I have said be-fore, that we shall have plenty of brick. Mendelssohn & Fisher have completed

the plans for the new Paxton building, which is to be erected on the corner of Sixteenth and Farnam. The structure will not only be the largest and hand-somest in the city, but will also come pretty near being one of the finest in the west. Work on the structure will commence July 1. The plans for Frank Ramge's five story building on Harney street are also nearly completed and work on the foundation will commence

at once.

He Had Been Spreeing. Mike Cochran, one of the inmates of the poorfarm, died yesterday. He was taken to the place from the city jail several weeks ago. For months he had been on one protracted spree in this city, and when taken sick was a complete wreck

mentally and physically.

Prisoners Sentenced. In the United States court yesterday Judge Dundy sentenced H. G. Barber, the Waterloo man, convicted of forging pension papers, to four months in the custody of the marshal. Barber will be 'planted" in the county jail.

John Piles, a man from Prescott, Neb.

was fined \$25 for selling liquor without a

Bound for China.

Yesterday's [overland passenger on the Union Pacific contained a celestial gentleman of some note. He was the Chinese minister to Cuba and was returning to his native land after an absence of five years.

A BEE reporter found him in the state-A BEE reporter found him in the stateroom of one of the sleepers. He was
busy looking like a near-sighted man
through a pair of gold-rimmed
spectacles at his railroad tackets
which were enclosed in a worn-out envelope. There were four others of his
nationality sharing the small apartment
with him, each of whom maintained a
rigidity of position a fixedness of fearigidity of position, a fixedness of feature, and a demeanor betokening the greatest respect. The minister was attired in a long, slate-colored silk gown, reaching to the feet, while a traveling cap of the same material fell backward cap of the same material fell backward from the top of the forehead to the base of the brain. He gave his name as Li Hung Kwai, and though preferring to speak in Chinese was able without much difficulty to answer the reporter's questions in English, a language with which the latter had, so to say, a more extensive speaking acquaintance. He had been in Cuba for three years and the had been in Cuba for three years, and the greater part of the other two years he had spent in travelling through the Antilles and South America. He was on his way to his home in China, and after a rest of about two years would probably re-turn to this part of the world. From the easy, confident manner in which Mr. Kwai expressed himself it was evident. at least so far as he was concerned, that the Chinese department of state had a tender feeling for him or was disposed to treat its officers to a first-class, easy time. The other celestials in the state room were his servants, with the exception of a bright little cherub of Chinese extraction, who in about the six years that it had lived, had acquired considerable of American airs and manners.

Mounted Sword Contest.

A friend of the celebrated athlete, Duncan C. Ross, []who; will arrived Omaha last evening and left the following challenge at the BEE offic yesterday:

"If Captain Maguire means business let him meet me this evening (17th), 8 o'clock, at the Paxton house, and I will put up \$500 backing Duncan C. Ross against him in a mounted sword contest Mr. Ross' engagements prevent him from postponing the contest longer than four days, should you desire it to take place here. The contest may take place either

in public or private, as you please.
Yours truly, ROBERT STANTON.
The Captam Maguire, for whose benefit this "defi" is posted, is a military man connected with the army at this point. He is said to be an expert swordsman and desirous of trying a contest with the great athlete. If the contest does come off, it will undoubtedly be an interesting one. The sport is novel and exciting, having but recently been introduced into this country.

Will Try a Habeas Corpus.

Ed. Crowell, Esq., made application to Judge Neville yesterday to secure the release of Wm. Fielder, the accused murderer of Ruhle, on a writ of habeas corpus. The writ alleges that Fielder is unlawfully held on a warrant sworn out by Wm.Coburn charging him with being a fugitive from justice. The charge upon which he is sought to be held by the sheriff is that of defrauding a man out of \$30 in a trade at Warrensburg, Mo. Fielder's attorney alleges that the amount is not sufficient to constitute a felony under the laws of Nebraska, and that consequently he can not be held under the laws here. The application will be argued to-day.

Wants a Divorce from Julius. Mrs. Bertha F. Festner filed a petition in district court yesterday asking for a divorce from her husband, Julius T. Festner, to whom she was married in March, 1886. The petition alleges that ever since her marriage her husband has treated her in a cruel and inhuman manner, and on several occasions drove her from home into the streets, and has refused to contribute to her support. therefore asks for a divorce, restored to her maiden name, Bertha F.

He Wants to Know. To the Editor of the BEE: I own property on South Thirteenth street, some 350 feet front. Mr. Duffy is now at work grading the street. The grade is so high as to cause the whole of my premises to become a water lot. Now, Mr. Editor, why is it that I am not allowed a voice in this matter? I bought my home and paid for it; I worked hard for my money. Now I am compelled to sit quietly and see my property damaged to the extent of thousands of dollars. I am but one of a number who are similarly situated.
M. Schutt.

Opelt's Hotel, Lincoln, Neb., opened March 15th, first class in every respect.

The Fire Limits. To the Editor of the BEE: The following resolution was put before the city council on Tuesday evening:

By Manville—Permitting P. Muldoon to erect a frame shop on Cuming street. Pub-lie works and building inspector. The ordinance on fire limits is law. Why is it that a councilman by resolution can violate the law. It has been done a number of times lately. The time has come to stop it, and it is hoped that our city officials will do their duty. J. E. WIGMAN.

560 acres land in Thayer county, Neb., to sell or trade for merchandise. Address John Linderholm, 614 S. 10th St., Omaha,

John Kelly, a man arrested for complicity in the highway robbery of James Mathewson, near the Slaven's house Wed nesday, had his preliminary hearing in police court yesterday. The evidence was strongly against him, and the judge held him to the district court, and in default of bonds of \$1,000 he went to jail. Several other unimportant cases of intoxication were disposed of.

Wanted—A situation as pressman. Best of references. Address G 56, Bee office.

The Ballard Case. The work of obtaining a jury in the Ballard case was continued in the district court yesterday. At 2 o'clock 168'jurymen had been called and eleven men selected A special venire of ten men was called from which to select the twelfth man.

J. P. Bay, general foreman of the Union Pacific shops in this city, was married to Miss Emma Fries, of Fremont, yesterday morning at 9 o'clock.

The Sioux City route line will commence running its Council Bluffs and Spirit Lake sleeper Saturday, June 19th, spirit Lake sieeper Saturday, June 19th, running daily thereafter, leaving Council Bluffs at 6:25 p. m., araiving at Hotel Orleans, Spirit Lake, at 7:40 a. m. Leaving Spirit Lake daily at 7 p. m., arriving at Council Bluffs at 9:35 a. m. The sleeping car fare each way per double berth, \$1:50. Transit ticket rate, Council Bluffs to Spirit Lake. \$2:00. to Spirit Lake, \$9.00.

The first postmaster of Rapid City, D T. was commissioned April 1, 1877. The office then paid \$50 per year. The present income is \$1,900 per year with a decided upward tendency. It claims to be the champion community for honesty in Dakota. Goods of any value can be left on the street unguarded over night, and no one will even wink at them.

THE "TERRIBLE" COWBOY.

in His Behalf. The Rowdy West, Fort Fetterman, Wyoming: If there is a class of people in this country that has been misrepresented and maligned and slandered and abused, publicly and privately, through the col-umns of the press and almost from the pulpit, it is the class known as western cowboys." It has been a favorite amusement of people in the states, and especially those who never saw a "cow puncher," and who wouldn't know the difference between a "cowboy" and the president of the United States, to deride and hold them up to the gaze of the pub-lic as desperadoes and outlaws among whom Jesse James and Captain Kidd would be respectable in comparison During the past six months the writer hereof has been thrown much in the society of the so-called "cowboy" of Wyo-ming, Dakota and western Nebraska, and has had ample opportunity to learn their habits, character and disposition, and we feel it to be no more than our journalistic duty to not only disabuse the mind of the public relative to this subject, but to refute these slanders and defend the "cowboy," who are in fact the real gentlemen of the country, against

the unwarranted attacks of eastern dudes who don't know a cow from a cactus. What is a "cowboy?" He is simply a herder, or man engaged in herding and caring for stock. In the east a man engaged in that occupation is called a "herder," and he is considered a very respectable person who is following a laudable and honorable calling or liveli-hood, but when he crosses the Missouri river his eastern friends brand him as a "cowboy" and hold him up to public gaze in the light of an outlaw bristling all over with bowie knives and revolvers, who rides about the country and into towns shooting down men without mercy and frightening women and children out of their senses. That is all the difference between a western "cowboy" and an eastern "herder" or "shepherd," one is eastern "herder" or "shepherd," one is engaged west and the other east of the Missouri river.

The "cowboy" is no recent invention.
If we read the writings of Moses, the

historian, correctly there were "cow-boys" in the land of Canaan long before the "rowdy west" was discovered. We think that Abram and Lot had ranches there, "and that there was a strife between the herdmen of Abram's cattle and Lot's cattle." That is the way Moses reported it for the daily press in the early day, but should such a thing oc-cur here in Wyoming to day the eastern newspaper dudes would could out with four line pica head lines something like this: "Terrible battle, among the cow-boys!" "Abram's Cowpunchers and Lot's Bullwhackers get in a racket and shoot each other so full of holes that their hides won't hold straw. Abe and Lot arbitrate, and the latter gets up and dusts for the plains of Jordan, where there is plenty of buffalo grass." That is about the way the morning papers would dish it up now. Even old Saul was a ranchman, and Doeg, and Edomite from Indiana, was foreman and had a regiment of cowboys in charge. Amos was a cowboy in Syria, at d Moses him, self was at the round-up in Egypt. Joel-the cowboy, got sad and had the jimjams because the grass dried up on his Zion range, and Isaac was a "cattle king" in Gerar. So it will be seen that the profression of cowboy has been an honorable one from away back.

But seriously, no people have been more unjustly misrepresented than the western "cowboys" or herdsmen. Some four weeks ago, when the writer of this was in the east, he was told of a letter that a gentleman there had just received from his son who was traveling in the west, and who stopped in Chadron, Neb., a day or two, in which he stated that the night before about fifty cowboys rode into Chadron, captured the town, made night hideous, terrorized the inhabitants. rode into saloons and other public places, and shot indiscriminately, and, in fact, caused lawlessness and anarchy to reign supreme. A few days later we happened to be in Chadron and, of course, inquired about it. The people had never heard of it before. It was a pure fabrication on the part of the young man who wrote the letter. What his object was we don't know, but we presume he wanted to make himself out a hero to the extent of having been west and witnessed one of the terrible cowboy raids that he had so That is the way all often read about. such stories originate. Such fellows ought to be put to soak under the bed. They have just sense enough to be a detriment to the country, and not enough to

be good citizens. We have been in Chadron several times and never saw a more quiet and orderly town. We have seen hundreds of cow boys there but never yet saw one commit an act of impropriety. We have been with them in towns, in cities, on the ranges, in their camps, and at their re-cent round-up, and we have yet to find the first one who was not a gentleman in every respect, and who would not treat you as such as long as you did him. They are mannerly, open-hearted, generous to a fault, and will allow no man to outdo them in acts of courtesy, and liberality. They will not insult a lady, no matter what her station in life may be, or allow others to do so in their presence. No knight of old was ever more brave or chivalrous. Of course there are occasionally bad men among them; as everywhere else, but they are being rapidly weeded out. Stockmen will not employ disreputable characters if they know it. The men who are now the leading men of this territory, who fill the responsible offices and conduct public affairs have nearly all been cowboys at some time, and owe their success in life to their experience on the ranges.

Who are the cowboys? They are principally young men who took H. Greeley's advice and went west to grow up with the country. As the chief industry is stock-raising they naturally seek employment on the ranges. That is all there is of the cowboy hyspess. If the dudes and of the cowboy business. If the dudes and snobs and fops and fools who are picturing them out as roughs and outlaws would come out here and stay a year among them they could take some valua-ble and profitable lessons in manhood and gentlemanliness from the Wyoming "cowboys." More than twenty thousand eastern people will during the next year visit this section for the first time, and we ask them to examine the matter closely and then report if our statements are not absolutely true.

PROPHETIC LYING.

General Prentiss' Wild Prophecies at a Banquet Thirty Years Ago Realized.

Chicago News: "Did you ever sit down and reflect on the progress that has been made in this country during the age of a many" It was the renowned General Prentiss returning from Ohio, where he had delivered a Decoration day address, who asked the question. He then went on to say:

"It was some time in the '50s that attended a jollification meeting at Jeffer-son City, Mo. The meeting was for the purpose of celebrating the completion of a railroad, and of course wine bottles had to be cracked and speeches made If the speeches had been made first and the bottles cracked afterwards I would probably not have been called on to speak, but as it was the gentleman who was to speak for the city of Quincy was too full of wine to have any wit, and I was requested to speak in his stead. I saw that the company was too far gone to listen to much seriousness, so I began a series of the most extravagant proph-

"Gentlemen, said I, "there are those preisent who will live to see 50,000 inhab-

tants flourishing on the banks of the A Wyoming Editorsays a Good Word 'Make it 100,000 while you're about it,

cried one man. "Yes,' said another, 'you might as well be killed for a sheep as a lamb."
"The child has already been born,' I continued, 'who will step into a palace on wheels on Monday morning in New York and go to bed the next Saturday night in San Francisco."

night in San Francisco.'
That's a pretty stiff yarn, I thank you,' yelled a man at the other end of the table, and he proposed to drink to the health of the man who could tell so big a story without cracking a smile The health was drunk and I went on.

The health was drunk and I went on.

"The day is coming when some one will stand in Jefferson City and talk into the very ear of his friend in Liverpool."

"My God,' said a half-tipsy man at my right, 'what a liar you'd make if you'd turn your attention to it!"

"Yes,' I said, without noticing him, 'and the boy now lives in Missouri who will an day get up from his dinner table." 'and the boy now lives in Missouri who will one day get up from his dinner table and say: 'Wife, where are my wings? I want to jump up to Chicago this afternoon. I'll be back for supper.'"
''At this a perfect howl went up; the dishes were swept from the table and I

was voted the most artistic yarner in the

"But now," continued the general, "isn't it strange that, although I selected the most extravagant prophecies I could imagine, all excepting that relating to the wings have practically come true already, and I am not prepared to say that, gray as I am, I shall not live to see men fanning the air with wings and chasing birds in their loftiest flights."

Personal Paragraphs.

Coionel J. E. Messmore, of Grand Rapids, Mich., is in the city on his way west.
Mrs. Charles B. Western started for the east last night over the Milwaukee, to be

gone three months. Colonel Chambers, a weil-known western army officer, is visiting his brother, Lieutenant Chambers, of Fort Omaha. W. D. Hill, of Beatrice, state agent of the Pennsylvania Fire and North American insurance company, is at the Pax-

Mrs. R. M. Davis and two daughters arrived Tuesday from Staunton, Va., to spend their vacation with Mrs. F. M. Phillips.

Architect Mendelssohn left last night for Chicago to secure granite and iron contracts for the First National bank building.

T. B. Blackburn, of the passenger de partment of the Union Pacific, has gone to attend the college commencement of the York (Neb.) college. G. C. Hobbie and wife returned vester-

day from their trip to Washington, New York, Utica and other places, where they have been visiting for the past six weeks. Mr. E. M. Bruce, late assistant to Dr. Drown, principal of the chemical department of the Massachusetts institute, or Boston, has accepted a position in the chemical department of the Union Pacific railroad, arriving here last Satur-day evening. Mr. Bruce is a thoroughly practical man, having served an apprenticeship of three years in the same de-partment of the Chicago, Burlington & Quincy road at Aurora, Ill.

Real Estate Transfers. The following transfers were filed June 16 with the county clerk, and reported for the BEE by Ames' Real Estate Agency:

Sabra A Perrigo and husband to Sylvester Cunningham w % of lot 3 blk 151, Omaha, \$15,500.

Geo P Bemis to Amanda E Montane, lot 1, blk H Lowes 1st add, Omaha, w d—\$125, Augustus Kountze and wife and others to Axel Jacob Smith, lot 11, blk 5 Plainview, Douglas Co., w d—\$400.

Augustus Kountze and wife and others to Axel Jacob Smith, lot 10, blk 5 Plainview, Douglas Co., w d—\$400.

James S Brisoin and wife to Charles T Taylor, lots 1 and 2, blk 20, Omaha, w d—\$12,500.

Honora Murphy and wife to John L King, 3 4 of n 14 of s w 14 of n w 14, sec 34, 10, 13, Douglas, Co., w d—\$2,000.

Sam'l E Rogers and wife to Sarah Jane Roberts, lot 5, blk 7 Improvement Association add. Omaha, w d-8400 dor Schlesinger, n 16 of s w 14, sec 17, 15, 12, Douglas Co., w d—\$3,600.

Balthas Jetter and wife to Peter A Welch, lots 13 and 14, blk 1 Jetter's add, South Omaha, w d—\$350.

Charles T Page and wife to R M Galbraith and others, lot 51 feet on 11th st, Omaha, q c John I Redick and wife to Chas T Page, John I Redick and Wife to Chas I Page, lot 153 feet on 11th st., Omaha—83,000.

Algernon S Paddock and wife to Louis Croner, lot 19, blk 16, Highland Place, Douglas Co., w d—8750.

Algernon S Paddock and wife to George Heyn, lots 30, 31, 32 and 33 blk 6, Jerome Page Bandock Co. w d—83,000. Park, Douglas Co., w d—\$3,000, Wm L McCague (single) to Charles D Woodworth, lot 2, blk 208, Omaha, w d—

\$1,800.

Helen Walker and husband to Harriet S Wilson, s ¼ of lot 2, blk 6, Parker's add, Omaha, w d=\$1,850.

Nahum P Fell (single) to Samuel Freedman, lot 11, blk 9, Jerome Park, Douglas Co., w d \$1,800.

Alonzo P Tukey and wife and others to J E Riley, lot 6, blk 9, S E Roger's add, Omaha, w d=\$3,000.

Anna Foos (single) to Jerry A Linghan, lot Anna Foos (single) to Jerry A Linahan, lot 4. blk 3 Leavenworth Terrace add, Omaha, Eunice D Pattee to Mary A Fried, lot 6, blk Ennice D Fattee to Mary A Fried, lot 6, bik
347, Omaha, q c—\$1.

Samuel D Mercer and wife to Elizabeth M
Taylor, lot 15, bik 15, Walnut Hill, Douglas
Co., w d—\$700.

Lydia G Hansbrough to Robert M Taylor,
part of lot 14, bik 24, Walnut Hill, Douglas
Co., w d—\$250.

Eugene O'Neill and wife to John E Summercer 50 feet, of n 156 feet of h 158 bir-

Engene O'Neill and wife to John E Summers, w 50 feet of n 150 feet of lot 2, blk 1 Lowes' 2nd add, Omaha, w d—\$1.200.

Alexander S Porter and wife to Elisha Atkins and others trustees, lot 5, blk 179, Omaha, w d—\$8.000.

Jefferson W Bedford and wife and others to Belle W Gue, lot 12, blk 2 Kirkwood add, Omaha, w d—\$500.

John W Buckley (single) to Larmon P Pruyn, lot 4, Pruyn's sub-division of lot 25 Pruyn, lot 4, Pruyn's sub-division of lot 25 Millard and Caidwell's add, Omaha, w d—

The Poor Farm Population. Superintendent Pierce, says that there are now about sixty inmates in the poor house. Of these about one-third are in-



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 multitude of low test, short weight, alum or phosphate powders, sold only in cans. ROYAL BAKING POWDER CO., 465 Wallt. S New York.

M. BURKE & SONS,

LIVE STOCK COMMISSION MERCHANTS,

UNION STOCK YARDS, OMAHA, NEB. REFERENCES: Merchants' and Farmers' Bank, David City, Neb.; Kearney National Bank, Kearney, Neb.; Columbus State Bank, Columbus, Neb.; McDonald's Bank, North Platte, Neb.; Omaha National Bank, Omaha, Neb.
Will pay customers' draft with bill of lading attached for two-thirds value of stock.

C. E MAYNE, LEADING REAL ESTATE DEALER,

S. W. COR. 15th AND FARNAM, OMAHA.

Property of every description for sale in all parts of the city. Lands for sale in ounty in Nebraska. A complete set of Abstracts of Titles of Douglas County kept. Maps of the City, State or county, or any other information desired furnished of charge upon application.

Chicago, Milwaukee & St. Paul RAILWAY.

The Short Line and Best Route From Omaha to the East

TWO TRAINS DAILY BETWEEN OMAHA AND Minneapolis. Cedar Rapids. Milwankee Dat moort, Rockford, Dubuque, Freeport, Madison, Rock Island,

A.d an other important points l'ast, Northeas and Southeast. Ticket office at 1401 Farnam street (in Paxton Hotel and at Union Pacific Depot.

Pullman Sleepers and the finest Dining Cars in the world are run on the main lines of the Chicago, Milwaufer & St. Paul Rahlway and every attention is paid to passengers by courteons employes of the company.

R. MILLER, General Manager.

J. F. Ticker Assistant General Manager.

J. F. Tucker, Assistant General Manager, A. V. H. Carpenter, General Passenger and Sieke: Agent. GEO. E. HEAFFORD, Assistant General Passen

WOODBRIDGE BRO'S., State Agents

Omaha, Neb.

HAMBURG - AMERICAN

Packet Company. A DIRECT LINE FOR

England, France & Germany.

The steamships of this well known line are built of iron, in water-tight compartments, and are furnished with every requisite to make the passage both safe and agreeable. They carry the United States and European mails, and leave New York Thursdays and Saturdays for Plymouth, (LON DON), Cherboug, (PARIS and HAMBURG).

Returning, the steamers leave Hamburg on Wednesdays and Sundays, via. Havre, taking passengers at Southampton and London.

First cabin \$53, \$80 and \$75; Steerage \$23. Railroad tickets from Plymouth to Bristoi, Cardiff. London, or to any place in the South of England, FREE, Steerage from Europe only \$25. Send for "Tourist Gazette."

C. B. RICHARD & CO., General Passenger Agents, Salle Sts. Chicago, III.

Notice to Contractors.

SEALED proposals for the building of a court behaves and jail in 8 andage. Crook county. Wyoming Territory, and for furnishing the material for the construction of the same will be received by the commissioners of said county up to 12 o'clock noon on Taesday, July 6th, A. D. 1886, at which time the proposals will be opened in public.

Plans and specifications for said building may be seen at the office of the county clerk on and after May 26th, 1886.

Bids must be accompanied by certified check for \$5.90, or an approved bond for like amount, as a guarantee of good faith.

The county commissioners reserve the right to reject any or all bids.

Bids must be directed to John 8. Harper, County Clerk, Sundance, Wyoming, and endorsed "Proposals for Building Court House and Jail." Notice to Contractors.

By order of the Board of County Commissiners, JOHN S. HARPER, County Clerk. Sundance Wyo. May 19th, 1886, iny25430t



FOR THE TREATMENT OF ALL Chronic & Surgical Diseases. DR. McMENAMY. Proprietor.
Sixteen years' Hospital and Private tractice
We have the facilities, apparatus and remedicfor the successful treatment of every form of discase requiring either medical or surgical treatment,
and invite all to come and invistigate for themselveor correspond with us. Long experience in treating cases by letter enables us to treat many cases
scientifically without seeing them.
WRITE FOR CHRCULAR on Deformities and
Braces, Club Feet, Curvatures of the Spine,
Diseases or Women, Piles, Tumors, Cancers,
Catarth, Bronchits, Inhalation, Electricity, Paralysis, Epilepsy, Kidney, Eye, Ear, Skin, Biood and
all sangical operations.
Batteries, Innalers, Braces, Trusses, and
sil kinds of Medical and Surgical Appliances, man
ufactured and for sale.
The only reliable Medical Institute making
Private, Special Netvous Diseases,
from whatever cause produced, successfully trents.
We can remove Syphilitic poison from the system
without mercury.
New restorative treatment for loss of vital power.

without mercury.

New restorative treatment for loss of vital power.

ALL COMMUNICATIONS CONFIDENTIAL

Call and consult us or send name and post-office address—plainly written—enclose stamp, and we will send you in plain wranger, our.

PRIVATE CIRCULAR TO MEN UPON PRIVATE, SPECIAL AND NERVOCS DISEASES SERMAL WEARNESS, SPECHATORRIGEA IMPOTES. CT. SYPHILIS, GONGRERGEA, GLEET, VARICOCELE, STEUCTURE, AND ALL DISEASES OF THE GENTO-URINARY ORGANS, OF send history of your case for an online. an opinion.

Persons unable to vis.t us may be treated at their homes, by correspondence. Medicines and Instruments sent by mail or express SECURELY PACE. ED FROM OBSERVATION, no marks to indicate contents or sender. One personal interview preferred if convenient. Fifty rooms for the accommodation of patients. Board and attendance at reasonable prices. Address all Letters to

Omaha Medical and Surgical Institute.

TIMKEN SPRING VEHICLES.

III. MAN



CHICAGO, ROCK ISLAND & PACIFIC PAILWAY

The C eat Rock Island Route The C cat Rock Island Route
Guarantees its patrons that sense of perconal security afforded by a solid, thoroughly beliasued roadoed, smooth tracks of continuous steel rail, substantially infilt calverts and bridges, rolling stock as near
perfection as human skill can make it, the safety
appliances of natin buffers, politorins and an brakes,
and that exacting discipline which governs the pracitical operation of all its trains. Other specialities of
lits route are Transfers at all connecting points in
Junion hepots, and the unsurpassed comforts and
auxirles of its Passengor Equipment.

The Fast Express Trains between Chicago and
Peoria, Council Illuffs, Karssas City, Leavenworth and
Atchison are composed of well ventilated mady upholstered Day Coaches, Magnificent Pullman Palace
Ricepers of the latest design, and sumptuous Duning
Cars, in which claboratedy cooked meals are leisurely
eaten. Illetween Chicago and Kansas City and Archison
are also run the Celebrated Reclining Chair Cars.

The Famous Albert Lea Route The Famous Albert Lea Route Is the direct and favorits line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all point in the Territories and British Provinces. Over this the Territories and British Provinces. Over this places are run to the watering places, and Express Trains are run to the watering places, and fishing grounds of Iowa and Minneapota. It is also the most desirable runte to the rich wheat fields and pastoral lands of interior Diskuta.

Still another BRECT LINE, via Sengea and Kansakole, has been opened between Cincinnati, Indianapolis and Lafayette, and Council Bluffe, Kansas City, Minneapolis and St. Paul and Intermediate points, obtainable, as well as thekets, at El principal Ticket Offices in the United States and Canada; or by addressing

R. R. CABLE, Pros't & Gen'l M'g'r, Gen'l Tkt & Pass. Ag't, CHICAGO.

Railway Time Table

The following is the time of arrival and departure of trains by Central Standard time at the local depots. Trains of the C. St. P., M. & O. arrive and depart from their depot, corner of 14th and Webster streets; trains on the B. & M., C., B. & Q. and K. C., St. J. & C. B. from the B. & M. depot; all others from the Union Pacific depot.

depot. BRIDGE TRAINS.

Bridge trains will leave 11, P. depot at 6: 5B7:35-8:00-8:40-8:50-B 10:00-11:00 a. m., B
1:00-120-1:50-2:00-3:00-B 4:00-5:00-5:00-6:10-7:00-11:10 p. m.
Leave trainsfer for Omaha at 7:12-B 8:15-9:30
-9:42-B 10:35-10:37-11:37 a. m.; [1:37-2:13-2:37-3:30-3:37-4:37-5:50-6:12-7:20-7:50-8:50-11:57 p. m. 8:5)—H:52 p. m.

CONNECTING LINES,
Arrival and departure of trains from the
transfer depot at Council Bluffs:
ARRIVA rd and decorded Buns.
ordepot at Council Buns.
APT.
CHICAGO, ROCK ISLAND & PACIFIC.
B 5:31 P. M
B 7:00 P. M DEPART. B 7:15 A. M
B 9:15 A. M
C 6:40 P. M
CHICAGO & NORTHWESTERN. B 7:00 P. M CHICAGO, BURLINGTON & QUINCY.
A 9.35 A, M
P 6:40 P, M
B 6:20 P, M CHICAGO, MILWAUKET & ST. PAUL. A. M B 7:00 P. M KANSAS CITY, ST. JOE & COUNCIL BLUFFS. A 10:00 A. M C 8:55 P. M D 6:35 A. M A 5:35 P. M WABASH, ST. LOUIS & PACIFIC A 3:00 P. M A 3:30 P. M SIOUX CITY & PACIFIC. Depart. UNION PACIFIC. A. M. P. M. 8:20a . 10:55a 8:10a 6:25a B, & M. 1N NEB.
Mail and Express...... 6:25a Night Express Depart. SOUTHWARD. Arrivo A. M. P. M. MISSOURI PACIFIC A. M. P. M.

11:10e Day Express 6:25d

9:20a S:45b Via Phittsmouth 7:00d 7:10 Depart. NORTHWARD. Arrive.

A. M. P. M. C. ST. P., M. & O. A. M. P. M.

815a ... Sloux City Express ... 5:45c Oakland Accommod'n 10:30a

Depart. EASTWARD

NOTE-A,trains daily; B, daily except Sunday; C, daily except Saturday; D, Daily except Monday,

STOCK YARD TRAINS
will leave U. P. depot, Omaha, at *6:40—8:35—10:30 a. m; 2:30—3:35—4:35—5:25—8:30 p. m.
Pacific Express, 8:25 p. m.; Denver Ex., 10:55
a. m.; Local Ex., 5:35 p. m.
Leave stock yards for Omaha at *7:05—9:30—11:35 a. m.; 2:30—3:35—4:33—6:05—*8:30 p. m.
Atlantic Ex., le S. O. 7:35 a. m.; Chicago Ex., le S. O. 5:37 p. m.; Local Ex., le S. O. 10:51 a.m.;
Mo. Pac. Ex., le S. O. 5:47 p. m.; 2d M. P. Ex., 6:39 a. m. *Except Sunday.

EASTWARD,

A. M. P. M. C. B. & Q. A. M. P. M. 9 20 6:00 Via Plattsmou h... 9:20 7 10

THE CHICAGO AND

WORTH-WESTERN SHORT LINE

Council Bluffs And Chicago

The only road to take for Des Momes, Mar-halitown, Cedar Rapids, Choton, Dixie, Chicago, Milwaukee and all points cast. To the people of Nebraska, Colorado, Wyonning, Utah, Idaho Nevada, Oregon, Washington and California it offers superior advantages not possible by any other line. offers superior advantages not possible by any other line

Among a few of the numerous points of superiority enjoyed by the patrons of this road between Omaha and Chicago, are list two trains a day of DAY COACHES which are the finest that human art and ingenuity can create. Its PALACE SLEEPING CARS, which are models of comfort and elegance. Its PARLOR DRAWING ROOM CARS unsurenssed by any, and its widely celebrated PALATIAL DINING CARS, the equal of which cannot be found elsewhere.

At Conneil Birds the trains of the Union Pacific Ry, connect in Union Depot with those of the Chicago & Northwestern Ry. In Chicago the trains of this line make close connection with those of all eastern lines.

For Detroit Columbus, Indianapolis, Cincin natt, Niasrara Falls, Buffalo, Pittsburg, Toronto Montreal, Roston, New York, Pidiadelokia, Baitimore Washington and all points in the east, ask the ticker agent for tickeds via the "NORTH-WESTERN".

If you wish the best accommodations. Allticket agents sell tickers via the line.

M. HUGHIFT,

Genera Manager,

CHICAGO.