

HORSESHOERS ON A STRIKE.

The Jour Shoers Organize a Union and Demand Higher Wages.

CATTLE WITH HYDROPHOBIA.

The Tramway Builder—Runaway Indians—Funeral of Mrs. Enebold—City Hall Bids—Other Local.

HORSESHOERS ON A STRIKE.

A dissatisfaction that has existed for some time among the journeyman horse-shoers of the city, on account of their poor wages, culminated at noon yesterday in a general walk-out of the workmen from the shops of Hayes, Nelson, Bennett, Murphy, Cunningham, Watson, Karbach, street car bars, Rodgers, Peterson, Nelson, Mallow, McEvoy, Moore, Shaw, Richard and one or two others, all of the principal shops in the city. The strikers, about forty in all, walked out at a signal and met at the shop of Lewis & Dickinson on St. Mary's avenue to organize in order to better enforce their demands. The object of the walk-out is to secure an advance of wages. The scale has been heretofore \$2 to \$2.50 per day for floor workers, and \$2.50 to \$3 for fire hands, although no uniform rates have been paid to the boss. The workmen are organizing to make a formal demand for a uniform scale of \$3 for floor workers and \$3.50 for fire workers. They claim that their work is harder and more profitable to their employers than almost any other kind of four labor, while their pay is far below the average. One of the leaders of the movement said to a BEE reporter yesterday afternoon, in explaining the situation: "There is more work for horsehoers in Omaha than any other city in the country. A set of shoes will only last about three weeks on this pavement, and when you think that there are more driving horses in use in the city than any place west of Chicago, you can begin to imagine how much work there is to be done. The proprietors get good prices for their work. They charge, ordinarily, \$2.00 for putting on a set of shoes but their average will run above this. The largest part of the work is the labor of an average horse-shoer will easily shoe two horses a day and this has been constituting a day's work although the most of us shoe from a dozen to fourteen horses each day and then are hardly able to take care of the work that is rushed upon us. Some of the proprietors, probably the majority of them, are willing to accede to our demands but we want the concession to be general. We have met here to organize. We will form a horsehoers union and insist upon a uniform scale of wages."

The men left Lewis & Dickinson's shop in a body, marching to the office of W. F. Edmund, State and Dodge streets, where a meeting was held to form a Horsehoers' union. After the meeting was called to order, John Dugan, was chosen chairman, Foyal Hansen, recording secretary, and Mr. Morris, corresponding secretary. A number of the men expressed their views on the situation and some discussion was indulged in regarding the scale of wages. It was finally decided to make the scale \$3 per day for work on the floor, \$3.50 at the fire and fifty cents an hour for over time. A motion was then carried that the men in the different shops report the action of the meeting to the bosses and make demands in accordance. Another meeting is to be held this evening at 8:30 o'clock at which the men are to report their success with the bosses. While the men were much in earnest, the discussion was of a moderate character, and it was urged that the men should meet the bosses in a spirit of fairness, and return for the wages paid a full equivalent in work. An agreement was drawn up for the forming of a union and to this about forty men signed their names. Those signing comprised nearly all the journeyman horsehoers in Omaha, there being but six men working at the trade who were not present at the meeting.

LATHERS STRIKE SUCCESSFULLY.

The lathers of Omaha yesterday morning left work and made a demand on the bosses for \$3.50 per day. A union was immediately formed, the employers granted the demand and the men returned to work. THE UNION FORMED. The horsehoers who went out on a strike for higher wages at noon yesterday met last night and organized the Omaha Horsehoers union, No. 19. Thirty-one workmen, nearly all there are in the city, enrolled their names as members of the union. John Dugan was elected president, Charles Ripley, vice president, Joe Norris, treasurer, Edwin Skinner, corresponding secretary, and Peter Fitzgerald, sergeant-at-arms. The scale of wages was fixed at \$3.00 for floor workers and \$3.50 for fire hands, with 50 cents an hour for over time. Shaw, Cunningham, Watson, Rieckard and Peterson, proprietors of shops, have acceded to the demands of the workmen, and will pay the wages asked, and some of them are even encouraging the men in their claims. The workmen are indignant at the statement made by Mr. Bennett in an evening contemporary that his men were not worth more than \$2.50 a day. They say he bragged on them as long as they were working for less than their dues. It is only the demand for better wages, they think, that has changed his opinion of them. It is understood that all of the proprietors of the shops, with a possible exception, will grant the demand of the workmen and that the horsehoers of Omaha will hereafter be shod by union men.

THE CITY HALL.

Regan & Co. Present a Bid for the Construction of its Basement. Yesterday morning at 11 o'clock the board of public works held a meeting at their room in Creighton block. All the members were present. The contract for grading the alley in the block behind the chamber of commerce was let to Katz & Callahan, the price being 24 9-10 cents per yard. This price is considered very high, but it is claimed that there is not much earth to be removed and besides it is not easily reached or carried away. The board also approved of the estimates of the Panning & Slaven, sweepers of the streets, for \$1,192.31. It was approved of the pay roll of the paving inspector for \$1,300. There were no bids handed in up to 11 o'clock for the construction of the basement of the new city hall until a few minutes after that time. J. C. Regan appeared with one. It offers to build the sub-basement for \$30,340 and the basement proper for \$25,500, making a total for the whole basement of \$55,840. The bid was referred to the committee. As the plans contemplated a most massive foundation the figures above mentioned are considered reasonable, especially as it is known that there is not now money enough available to complete the portions mentioned. Regan & Co. are aware of this fact, and are satisfied to carry the discrepancy which may be occasioned. This firm has but recently located in this city, coming hither from Des Moines, although they have already secured a number of contracts for stone work in this city. There

is enough money to provide for the erection of the sub-basement this year, and the feeling is strongly expressed on all sides that the work should be completed before winter.

The reason that our older home contractors have not taken an interest in the bidding is because some of them have as much as \$100,000 worth of work on hand, and others claim that they cannot get truck enough in this city to finish the part requiring that material. This is certainly a strange thing that in a city of this size, where there are so many engaged in their manufacture, that trucks are still difficult to be procured.

HYDROPHOBIC CATTLE.

Nine of Them Killed in the Adjoining County of Sarpy.

A reporter of the BEE learned Sunday that there have been at least nine deaths of cattle in Sarpy county within the past few weeks, as a consequence of a disease which seemed to haffle not alone the skill but even the knowledge of veterinary surgeons. The cattle become wild, rush around with great violence, attack trees and fences and make it a matter of danger for any person to approach them. As a matter of safety these nine head have been killed. The owner, however, brought in the best veterinary skill to diagnose the case, but the diagnosis was not satisfactory. They then for a member of the state live stock commission, and Mr. Dinsmore responded. He pronounced the ailment anthrax, which he said was caused by cattle grazing upon low and marshy ground, taking into their systems a germ which latter produced the wildness mentioned. He suggested the isolation of the cattle affected upon high and dry ground. This was done, but without affording any relief. The farmers in the vicinity believe the cattle were afflicted with hydrophobia. They know that one man, John Seufus, a resident to the county, had two of his cattle bitten by a dog and these were among the first to display the symptoms mentioned. Among those to lose cattle was J. D. Clark, who regrets the killing of an excellent Jersey heifer of great value.

THE TRAMWAY BUILDER.

Otherwise James Lillis, the Contractor of Kansas City.

A reporter of the BEE yesterday met Contractor James Lillis, of Kansas City, the gentleman who is now engaged in building the line of the cable tramway of this city. He is a man of varied experience in the line of railway building, having successfully, among others, having constructed the cable line of Kansas City. He has now about one block in this city supplied with yokes, which are set at a distance of about four feet apart. Of these, it is estimated that about two thousand will be required for each block of double track. The yokes now put in place are yet to be enclosed with concrete. This work will be commenced to-morrow morning, and consume a great deal of material. Mr. Lillis has now a contract, as already mentioned in the BEE, with the cable line for the construction of about two miles and a half. The cost of the work per mile, to the owners at least, will not be less than \$100,000 per mile. He is now negotiating with the company for other contracts, covering about six miles more of territory.

LAI D TO REST.

Arrival of the Remains of Mrs. R. C. Enebold from California.

The remains of Mrs. R. C. Enebold arrived Sunday morning, over the Union Pacific road. They were met at the depot by Undertaker Riewe, the husband of the deceased and a number of sympathizing friends of the bereaved husband, who seemed greatly to feel his affliction. The pall bearers were H. Larson, M. Larson, B. F. Madsen, N. C. Nelson, R. Peterson and L. F. Peterson. The remains were accompanied by a brother of the deceased. They were conveyed to the late residence of Mrs. Enebold, on the corner of Sixteenth and California streets, where a number of friends called and the funeral services were held. The remains were afterwards interred in Prospect Hill cemetery.

Runaway Indians.

Lewis Hamilton, one of the Indian police on the Omaha reservation, came in from Lincoln Sunday evening where he had been sent by the adjutant general of this department. He found about twenty-two Indians, young and old and of both sexes, who had left the reservation without the consent of the agent. They brought with them a number of ponies, and subsisted by selling their work and other trinkets. They had commenced to imbibe freely of liquor and were getting gloriously hilarious, the effect of which, it was feared, would be to conflict with white citizens. Hamilton told them of the order of the agent, and they immediately consented to return home. They left, yesterday morning by wagon route for the reservation.

Fun at the Stadt.

"Herz und Dollar" was the play at the Stadt theater Sunday night. It was witnessed by one of the largest audiences of the season. The piece was a most amusing one, although it lacked the strength of story which is so often noticed in the plays of this place. It was of the American sensational order, and comprised a number of interesting pictures. The whole strength of the company was required to produce it and the sitting was excellent. Messrs. Baureis, Horsky, Puls, and Mesdames Baureis, Puls-Ahl and Lindemann, delineated their characters excellently. The burden of the piece, however, was borne by Mr. Schmitz, whose singing and acting secured him half a dozen recalls.

U. P. Promotions.

A few days ago, W. A. Gaines, one of the promising employes of the Union Pacific road, was promoted from brakeman on the passenger train between Omaha and Council Bluffs to conductor on the work train between the Bluffs and the bridge. Since then he has been promoted to the conductorship on his old run, instead of Conductor Ino, who has been transferred to the dummy. Hereafter Charles Mack will run the latter only from 8:30 o'clock a. m. to 2:30 o'clock in the afternoon. Mr. Ino will run from that time until 12 o'clock at midnight. Gaines' old place on the transfer train has been filled by Wm. Dinsmore.

Walked in From Chicago.

Julius Horrichow, a German, arrived in Omaha yesterday after a remarkable tramp across the country from Chicago. He left Chicago on the first day of August and walked by the wagon road to Madison, Wisconsin, thence to Dubuque and on to Omaha via Cedar Rapids and Des Moines. He used the country roads entirely and did not ride a foot of the way. He was provided with ample funds and made the trip merely as a matter of experiment and to satisfy himself of his abilities as a pedestrian. The distance, nearly seven hundred miles, was covered in remarkably good time, considering the nature of the roads and the fearfully raw weather of the month employed in making the journey.

Paint your roofs with I. X. L. Slate Paint.

Leave orders at office, Room 6, over Commercial National Bank.

A TRAMP DOG.

Found on the Boat's Rest, the Tracks of a Car.

The tramp passenger is a common specimen on all the trains in this part of the country, and he may be found day after day in the remote corner of a freight car or stowed away upon the trucks of a Pullman. Yesterday morning, however, a new species of the genus was discovered. He was found lodged on the truck frame of one of the Union Pacific cars when the east bound train reached the depot. He was pulled out, shaking with fright, and covered with dust. He was a kindly looking shepherd dog. How long he had ridden, how he had gotten into his position, nobody knew. Some of the depot men held that he was caught under the train while moving and saved himself by jumping upon the trucks. This was Officer Mares' theory. Others held that a tramp had taken him aboard, and that the tramp had fallen and was killed, leaving the canine to beat his way alone. At all events the poor dog was adopted by Engineer Clark.

TAKING TESTIMONY.

U. P. and M. P. Officials Learning all About the Collision.

Yesterday morning and afternoon the Sunday night's collision between the Union Pacific and the Missouri Pacific, in another part of this paper referred to, has been under consideration by C. W. Kous, division superintendent of the Union Pacific, and J. W. W. Dolby, assistant superintendent of the Missouri Pacific. It has been held in the office of the former and is conducted with closed doors. Messrs. Baird, conductor; John F. Shannon, engineer; William Mangen, head brakeman, and Peter McCaffrey, second brakeman of the Union Pacific train, were awaiting their turn to appear before the officials in question. R. F. Abbott, Thomas O'Connor, John Ruffer and F. W. Stivers, composing the Missouri Pacific crew, were likewise awaiting a hearing.

Return of the Councilmen.

The junketing councilmen of the city have returned from their week's trip looking hale and hearty and as if their long journey had not wearied them in the least. They report having had a most delightful time and were heartily received and entertained wherever they made a stop. During the entire trip their headquarters were in their special car, they only sleeping out of it one night at Leadville, the narrow gauge road leading to that city not permitting the wider vehicle to be transported over the line. The councilmen were enthusiastic in their comment on western mountain scenery. P. Ford, on being asked what part of the landscape he enjoyed the most, replied: "At the places where they put up iron bars to keep the mountains from running together." The council will hold their usual meeting to-night.

Jolly Hunters.

Sunday evening the Union Pacific night train took a B. & M. car full of merry pleasure seekers. They were Paul Morton, son of J. S. Morton, the assistant general freight agent of the C. B. & Q.; Wallace Kirk, son of J. S. Kirk, the late great soap maker; John Dwight, Jay Morton, of Jay Morton & Co., Salt Lake, and James Kirby, representing Dwight & Co. They were bound for the hunting fields in the vicinity of St. Paul, Neb., and were supplied with everything necessary to make the hunt enjoyable. The gentlemen were called upon by Robert Eason, of Paxton, Gallagher & Co., and spent some pleasant minutes with them while they were waiting for the starting of the train.

Wells, Fargo & Co's Testimony.

The trial of Tom Casey, charged with the robbery of Wells, Fargo & Co's express on the road between Deadwood and Ft. Robinson, on the 9th of last January is in progress at the former place. All of the clerks in both the depot and uptown offices, who handled the money which disappeared, have gone as witnesses to the trial. These are E. Cooper, the bridge messenger; S. T. St. John and Edw. W. Wells, clerks in the Farnam street office and William McKimney, one of the men at the depot. Casey is the driver of the stage which bore the money, and if he be found guilty of the crime, the stage company will be held responsible for the amount, which was \$8,000.

The Bank of Commerce.

The organization of the Bank of Commerce with \$100,000 paid up capital to succeed to the established business of Garlicks & Johnson, was perfected Saturday by a meeting of the stockholders, held at the banking office of Garlicks & Johnson, which was attended by some of our best known citizens. The following board of directors were named: R. Johnson, Robt. L. Garlicks, Geo. E. Barker, F. B. Johnson, Wm. Sievers, with George E. Barker, president; Robt. L. Garlick, vice president; F. B. Johnson, cashier. The new organization takes effect September 1st, and will continue the banking business at the present location of Garlicks & Johnson.

Women's Muscles.

Ella Mitchell's house of ill-fame, corner Eleventh and Capital avenue was the scene of a lively racket yesterday afternoon. An inmate of the place has a lover (of whom she thinks considerable, but on the other hand he does not seem to care much for her) but persists in paying attention to another girl. Matters came to a crisis at the time stated. The female first mentioned became suddenly angered while the two were in her presence. She attacked her rival and thrashed her severely. The furniture in the room was badly smashed up, but no one dangerously hurt. The man ran away.

An Excited Passenger.

This morning there was a very excitable lady on the Union Pacific passenger going to the Bluffs. The train had started and left her behind. She ran and was finally assisted to the platform by Officer Mares. She dropped her pocketbook and Mares picked it up. Then she made an attempt to jump off the train, claiming wildly that her daughter was left behind. Three men were required to retain her from leaving the train until it finally pulled out of the depot. Mr. Mares searched for the daughter in question, but could find none.

J. L. Wike, manufacturer of paper boxes, 108 S. 14th street, Omaha.

The Reunion Special.

Yesterday morning the first special train to the Grand Island, en route left the Union Pacific depot at 8:39 o'clock. It consisted of eleven cars, but they contained only about a dozen passengers. Other cars will be taken on at Valley, Schuyler and Columbus, and it is expected that before the train shall have reached its destination it will have been pretty well loaded.

Opelt's Hotel, Lincoln, Neb., opens March 10th, first class in every respect.

The Latest Addition to Omaha.

C. A. Baker, real estate man, at 1504 Farnam street, has the very latest addi-

tion to Omaha, no proposals accepted for eighteen years. It is a man pound girl. Baker is happy and is setting the ice cream to the boys.

A NEW COUNTY.

An Effort to Divide Keith and Form Grant.

GRANT, Neb., August 29.—[Correspondence of the BEE]—Steps are now being taken for the first time to divide Keith county, making a new county of the south half, which is to be called Grant, in honor of the nation's dead hero. The county will contain 1008 square miles, nine-tenths of which is good as can be. It is a beautiful, level, divide country, not a stream in the county—thus, no bridges to build—and is covered with pioneer homes, most of which were built this year. It now contains about five thousand people. The R. & M. railroad is about building through this district. Schools and churches are being built and new towns springing up, of which Grant is the Metropolis, and will doubtless be the county seat and probably the terminus of the railroad.

Voting for Sewer Bonds.

The election to determine whether or not the city shall issue \$50,000 paying bonds, payable in twenty years, takes place to-day and at the polling places mentioned in Sunday's BEE.

Another "Tail End."

Sunday night about 5 o'clock there was a tail-end collision on the Chicago, Burlington & Quincy, near Creston, Ia., which knocked several freight cars into flinders, and delayed the passenger trains about two hours. There was no body injured.

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 multitude of low cost, short weight alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO. 48 Wall St., New York.

Nebraska National Bank OMAHA, NEBRASKA. Paid up Capital \$250,000 Surplus 30,000 H. W. Yates, President. A. E. Touzalin, Vice President. W. H. S. Hughes, Cashier. DIRECTORS: W. V. Morse, John S. Collins, H. W. Yates, Lewis S. Reed, A. E. Touzalin. BANKING OFFICE: THE IRON BANK, Cor. 12th and Farnam Sts. A General Banking Business Transacted. N. W. HARRIS & CO. BANKERS, CHICAGO. Bonds of Counties, Cities and others of high grade bought and sold. Correspondence solicited.

DEWEY & STONE, FURNITURE One of the Best and Largest Stocks in the United States to Select From. OMAHA, NEB.

HOLMAN'S PADS. Are easily worn, safe and reliable. They have been tested in thousands of cases and we can positively assert that in all cases where the liver, spleen, kidneys and bowels are involved, DR. HOLMAN'S PADS are at once the best, quickest and cheapest; and they have made permanent cures in thousands of cases where medicine has been used without any good results whatever.

WILLMANTIC THE BEST THREAD FOR SEWING MACHINES. SIX-CORD SOFT FINISH SPOOL COTTON. Full Assortment for sale to the Trade by VINYARD & SCHNEIDER OMAHA, NEBRASKA.

SATURDAY, SEPTEMBER 4. THE NEBRASKA CLOTHING COMPANY, Cor. Douglas and 14th Sts. Will open its doors to the public with the most complete stock of CLOTHING and FURNISHING GOODS Ever shown in Omaha. We will adhere strictly to the motto, "PRICES DOWN! QUALITY UP!" And will expose to the people of this city, the true value of goods. Be sure to attend our OPENING And receive one of our handsome souvenirs given to every one who calls. SATURDAY, SEPTEMBER 4.

GRAND OPENING! New York and Omaha Clothing Company 1308 Farnam st., Omaha, Neb. When we say we are going to open with the largest and finest line of

Clothing and Furnishing Goods Ever shown in Omaha, we mean what we say. To prove it to yourselves, come to the opening and see. Also get one of our beautiful souvenirs. STRICTLY ONE PRICE. Remember, Our Motto is "Honesty and Good Value for Your Money." We Open about September 1st

C. S. RAYMOND, RELIABLE JEWELER, Watches, Diamonds, Fine Jewelry, Silverware. The largest stock. Prices the lowest. Fine repairing a specialty. All work warranted. Corner Douglas and 15th street, Omaha. M. BURKE & SONS, LIVE STOCK COMMISSION MERCHANTS, 202 BURKE, MANAGER. 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.

THE C. E. MAYNE REAL ESTATE and TRUST CO. S. W. COR. 15th AND FARNAM, OMAHA. Property of every description for sale in all parts of the city. Lands for sale in every county 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 free of charge upon application.