BEATS THE OLDEST SETTLER.

The Most Disagreeable November Storm Ever Known in Omaha.

ACCIDENTAL SHOOTING.

A Live Lord-No Suburban Trains Yet-Police Court Incidents-More Letter Carriers-Other Local News.

The Storm.

Omaha people were slightly surprised yesterday morning upon tumbling out of bed to find a neavy coat of the "beautiful snow" covering the streets of the city. At 8 o'clock yesterday morning the depth of the snow was two or three inches, and at 12 o'clock this had increased to a half dozen. At two o'clock there was no sign of a stop, and, in fact, the violence of the fall was increasing.

Inquiry at the signal office developed the fact that the snow had commenced to fall about 11:10 Tuesday night and had con tinued at intervals all night. Yesterday morning with a temperature of 30 degree at 70 clock, the fall had attained a depth of three inches. The reports show that the snow storm is by no means a local one, but extends all over the west and northwest. Snow is reported falling at St. Paul, Huron, Dak., North Platte, Chey-enne, Wyo., Denver, West Las Animas, Col. In some of these places the fail is even heavier than at Omaha, and in all of them the temperature is considerably lower. At St. Vincent, Minn., the mercury is at 2° above, at Fort Baford 4°, at Denver and Cheyenne each 11°.

An early fall of the temperature is expected here, and the black flag is now flaunting its somber fold to the breeze. Observer Pollock yesterday received the following dispatch:

"Observer, Omaha, Neb., 10:45 a. m.— Hoist cold wave signal. The temperature will fall from fifteen to twenty degrees dur-ing the next twenty-four hours.

SCENES ON THE STREETS. The street car company took steps this morning to fight a blockade on its lines. Early in the morning when the snow fail was light, men were sent out with shovels to clear off the tracks. Later on when the fall gave no signs of abating, the big snow plows were set to work. They man-aged to keep the tracks clear, and the cars were running all day with tolerable

regularity.
Pedestrian traffic was very light all day long. Those who were able to do so remained in doors and toasted their shins front of a warm hre. A few the more luckless ones of the more luckless ones however, were obliged to venture out ones and face the blinding storm. Heavy coats, rubber boots, furs and caps were brought into use in the endeavor to fight

Very few sleighs made their appear ance during the earlier part of the day, though late in the afternoon a number were to be seen, with the usual accom-paniment of jingling bells. The snow was hardly of that texture as to ensure good sleighing, especially on the unpaved streets.

The wind last evening blew in a win dow on the west side of the B. & M. headquarters building, letting a large amount of snow accumulate in the building before it was discovered. THE TRAINS.

Everything was in a demoralized con-dition yesterday morning at the U.P. depot. The crossing at Tenth street was covered with snow and a force of men were kept busy in keeping the tracks open. The Missouri Pacific train from Lin-

coln came in covered with snow, and yet made its run in excellent style, coming

No. 2 on the Union Pacific was three hours late, not arriving here until 11:30 o'clock. She came in with sixteen cars. many of which were tilled with passengers. The track suffered nothing from the storm. It encountered the first threatenings of the change in a high, strong wind near Cheyenne, yesterday, but snow was not encountered until Ogal-Ialla was reached. Near North Platte, the first delay was experienced, and that was followed by a succession of others, with the result mentioned.

The Grand Island, or No. 6, arrived about half an hour behind time. This was partially occasioned by the storm and by the further fact that it was preceded by No. 2, which moved along in a comparatively slow manner.

The Missouri Pacific train yesterday

morning experienced no difficulty in Zaching the city, and the 11:10 passenger went out on schedule time.

No. 2, the Denver passenger, came intothe depot almost on time. It was loaded the usual time, and every car was filled with passengers. It pulled out about ten minutes behind, and the engine 807 had not crossed Tenth street, when the pin of the connecting rod on the last driver of the left side broke flush with the casting in which it was inserted.

The rod dropped to the street and was dragged about twenty-five feet when the train was stopped. The cars were backed to the depot, and the engine removed and its place supplied with another which required nearly two hours to accomplish. If the same acci-dent had occurred but a few minutes later, after the train had gotten into the speed with which it leaves the city, the result certainly would have been disas-

The trains on the B & M., that from Chicago and the other from the west, Were both on time yesterday morning. The Union Pacific overland train No. 4, due in Omaha from the west at 5:20 last evening, did not arrive until 10:30 o'clock, being over five hours late. The delay was occasioned entirely by the storm, the snow growing heavier as the train approached Omaha.

Train No. 1 on the Union Pacific, which leaves Omaha for the west at 8:20, did not reach this side of the river until 0:20 last evening. The delay was occasioned by a collision on the Chicago. Burlington & Quincy near Pacific Junction, which de-layed the train from the east on that

The B. & M. train for Lincoln, due here at 6:45 last evening, was two hours late, being detained by the snow.

OFF THE TRACK.
Considerable trouble was experienced in keeping the Union Pacific yards clear from snow during the day, and by night time a number of the tracks and switches were almost completely blockaded. Shortly before 8 o'clock last evening two engines were attached to a string of box cars standing on the north track below the Tenth street crossing, and an effort made to pull them into the upper yards. Just as the engines were under good headway two box cars jumped the track on the crossing, and before the engines could be stopped four cars were off the track. The train then broke in two and one of the derailed ears was thrown to the north and another to the south across the track, and further progress was barred by coming in contact with a telegraph pole. A large force of men was at once put to work to clear the track, which was hually accomplished after long and hard

Injured by the Level-

Andrew Dutchley, a young man employed by the Union Pacific at Barnston, near the Kansas line, was struck on the knee with the lever of a hand car on Friday last, injuring his limb in a serious manner. He was brought into town this morning, and was met at the train by Dr. Galbraith and taken to St. Joseph's hosThe City Marshal.

To the Editor of the BEE: The question of the removal of the city marshal is again being agitated, not by reason of any act of his, but because one or more of Mayor Boyd's policemen is or are charged with an act of gross brutality. Is it justice? Is it christian decency to hold one man responsible for the acts of another, over whom he virtually has no control? The marshal has no voice in the selection of the men on the police force. They are created and turned over to him, and all that he can do is to take and make the best of the material fornished hum

That he gets along with some of them as well as he does is a mystery. The government of the city under the circumstances is much better than could be reasonably anticipated.

The difficulty in this badly governed city is chargeable, not to Marshal Cummings, but directly to the mayor. It is the duty of the mayor to select proper men for policemen. If he fails in this is the marshal responsible for the mayor's dereliction of duty? If a thug or plug-ugly, receiving his appointment from Mayor Boyd, cracks a man's head without cause or ustification, or secretly conspires with obbers to shield them in their mid-night depredations, pray tell me how Cummings is to be held accountable for the acts of this man? The mayor created him and ornamented him with his star of office, and justice requires that the mayor should be charged with the nets of brutality of his creature. Take the case of the officer, assaulting Moffatt. His inhuman acts prove him an unworthy offi cer-yet this unworthy man is one of Boyd's creation-he stands sponsor for his acts. Cummings did not lind him, it took a Boyd to discover such a man. screen the mayor? Let him be held to answer at the bar of public justice for the appointment of such a man to a position where an opportunity is offered for the display of cruel and inhuman acts. Let us speak plainly and lay the wrongs of a misgoverned city at the door of the man who, as in the case cited, is primar-

whence originated this misgovernment of our fair and thrifty city? We have had it for nearly two years. Mayor Murphy turned a well-governed city over to Mayor Boyd, and what has it been since? When Murphy was mayor, Cumings was marshal. They gave good government. They co-operated in their labors for order and protection of life and property, and success crowned their efforts. This condition of affairs has changed since the advent of Boydism into our municipal government. Why should this her list he ernment. Why should this be? Is the reason of it so far hidden as to be undiscovered? Let us see. At the time of Boyd's election, to his ambition there lay, stretched out in alluring beauty the enchanting fields of public official life. He was looking "to be chosen United States senator" when General Manderson's time expired, (see Ryan letter). He had been mayor of Omaha--of that honor he was in possession. His abundant wealth excluded that he sought the mayor's office for its paltry salary. It was coveted for its political influence; and governed by this idea Boyd has sought to "make hay while the sun shone," and turn the city government to his political uses. This explains the mis-government of Boyd's administration. The vice of an ampition "to be United States senator" has cankered, corroded and corrupted the good government of the city which he received from Mayor Murphy. The control of the police through a plastic and pliant marshal is a dangerous power in the nands of an ambitious and unseru pulous man—a power to be dreaded and prevented. Cummings could not be used as a tool by the mayor-hence he must be removed.

Boyd's party influence in the council being made to charge Cumings with the wrongs of Boyd's appointed policemen. It will not work. Punish the policemen, but do not saddle the marshal with the brutal acts of one of Boyd's inhuman offi-Justice revolts against such a

Mr. Editor, I tell you, and I tell your readers, I proclaim it to the intelligent, right minded and careful thinking citizens of Omaha, that when the outrages zens of Omaha, that when the outrages and ills of a most badly governed city, for nearly two years, shall have been thrown into the crucible of public opin-ion for a test of its judgment—when the residuum in the retort shall be exam-ined, the chemical analysis will show that they all came from Mayor Boyd's attempt to use a city government to fur-ther his political ends, and Cummings

will be exonerated.
It is cruel and wicked to make Cummings a sacrificial offering to this politica Jolock. Let the marshal answer for his own sins, but not for the mayor's: they are too great for a mortal to sus-

The Republican says that Boyd has offered to appoint any one on whom the republican members of the council shall agree. There is a remarkable position for him to assume and shows a very keen and delicate appreciation of his duties as mayor. In other words, to gratify his hatred towards a man who has been the means of preventing him from making political capital out of the city govern-ment, he is willing to trade his official duties with the republican councilmen against Cummings. From what source does he derive the right to delegate his legal authority to a body not commismissioned by law to exercise such an au thority? The oath of office of the mayor incumbent on him to do his duty, and not east it from him. In what estimation should good citizens hold such JUSTICE.

A LIVE LORD.

Right Through the Snow Drifts From the Pacific Coast.

F On the belated overland passenger train from the west yesterday morning, was a titled gentleman of English decent, who was suffering from the beastly weather, and unfortunately from an operation upon an abscess which had formed near his knee. His name and title were Lord James Russell, and though he had for \$2,000 on account of injuries sustained much to contend with he submitted to a few reportorial queries with gentle-ness and patience. "I am returning from a pleasure trip," said he, "which I had hoped to terminate in the south. This I would have done had not my sur-geons confined me to my room in Frisco, and I know not now whether I shall reach the warm climate before I shall be disabled for life. You folks have such horrid weather here, you The lord is neither a cockney nor a bear. He is a medium between both extremes, and though, so far as surroundings are concerned, he lacked nothing, yet his mental torture as well ysical pain secured for him a good

deal of sympathy.

Parnell Social Club. The members of the above club are respectfully notified that the next party comes off Wednesday evening, the 17th inst., at the usual place, A. O. H. hall, Those holding invitations will please come early as the grand march is fixed for 9 o'elock sharp.

District Court.

William Butt sues the C. E. Mayne real estate and trust company to compel them to sell him lof 17, block E, Saunders &

Himebaugh's addition.

Louis Bradford asks for order confirming the sale of property in the case of P. S. Leach ys. W. H. Remert.

FIRED IN FUN.

A Revolver Which Happens to Be Loaded Goes off Accidentally. One of those accidents which are ever and anon occurring to illustrate the folly and danger of the careless use of firearms was reported at police headquarters yester day. The victim was Annie Anderson, a sixteen year old Swede girl working at

the boarding house of Gus Anderson, on Eighth and Douglas streets. She, with two or three other domestics, was in the bedroom of one of the girls. There happened to be two revolvers in the room, both of which the girls supposed were One of them was picked up by Miss Anderson, who pointed it at a gir named Annie Jackson with the playfu remark, "Look out now, I'm going to shoot you." Miss Jackson seized the other revolver and pointed it in fun at the other girl's head. She then pulled the trigger, when to her horror the weapon exploded and Miss Anderson fell to the floor wounded. She had been struck by the bullet—a 22-enlibre—just above the right ear. Pur-suing a course slightly slanting down ward, the bullet had passed out at the base of the brain. The wound was pronounced by Dr. Harrigan, who was sum-

moned, a dangerous one, and it is proba-ble that the girl will not recover. Annie Jackson, the girl who did the shooting, was arrested by Officer Turn-bull and brought to jail. She wept all the way to the jail, and even long after he had been brought there would break out into fresh paroxysms of sorrow. As the affair was in all probability one of hose sad accidents which are continually being caused by carelessness, Miss Jackson will doubtless be released after a formal investigation.

NO SUBURBAN TRAINS YET. What the Missouri Pacific Will Do With the Belt Line.

Superintendent Kerrigan, of the Mis souri Pacific, whose arrival was men tioned in the BEE Monday, left yesterday afternoon. He has taken formal charge of the Belt Line road, and will commence the running of trains on it next Monday morning. Mr. Clark, who was seen by a reporter yesterday afternoon saiditbat not until next spring would the Missouri Pacific inaugurate the system of suburban trains on the Belt line. The road will be operated directly from St. Louis, though Mr. Clark will remain president. For the present the North-western depot at Fifteenth and Webster will be used for the Missouri Pacific passengers.

Attached to the late passenger train from the west was the Central Pacific private car "Sacramento," which was on its way to Chicago. It contained J. C. Stubbs, general traffic manager of that road, together with the general freight agent, Mr. Gray, of the same line. Mr. Goodman, the general passenger and ticket agent of the C. P. railroad was also on board. They are all on their way to Chicago to attend a meeting of the California lines. These gentlemen were met at the depot by Charles S. Stebbins, general ticket agent of the Union Pacine, as also by W. N. Babcock, general agent of the Chicago & North-western road at this point. The car, with its distinguished passengers, was tran shipped to the latter road, over which i rolled into Chicago.

J. W. Morse, general passenger agent of the Union Pacific, has returned from

The Missouri Pacific has put on a new morning train on Sunday, between this city and St. Louis, leaving here at 11:10 o'clock. Heretofore, this road has run morning trains only on week days but the increasing travel has been such as to warrant the change mentioned resulting warrant the change mentioned, resulting in two trains daily between Omaha and was inadequate to accomplish this, and is even so now—hence unjustry an effort is St. Louis, the second one leaving here in the evening.

A NEW INDUSTRY. Mrs. Fleming Discovers a Short Cut

to Wealth. The habitues of the police court enjoyed a hearty laugh yesterday morning whenthe tria! of Albert Fleming, a simple headed old German, charged with quarrelling with his wife, was begun. Fleming went on to recite how his wife had, two years ago, induced him to marry her, promising to cook, wash and iron for him, and in other ways discharge the duties of a faithful spouse. In all of these things, he said, she had falten far short. He then went on to tell of her caprices. One of his stories convulsed

"Mein frau," he declared with great enrnestness, 'she some dime and like a tam fool. Von night last veck she come nome mit two ducks and she say, 'Ach Gott, I haf found de way dot I can get rich. I say, 'How vos dot?' Den she strake her head and she look wise shoost like a screech owl. Pooty soon she take them ducks and vot you tinks she pulls efery one of dem fedders out. I say 'vot for you do dot?' She tells me den dot she vood make the ducks raise von big lot of fedders more efery tree months shoost like the vool mit a sheep. Und I say how can you do dot?" She say I feed the ducks mit cornmeal and voter. Und, yot you tinks, in a halluf of a day the ducks take cold und die. Now you know vot ein tam fool mein frau is!

It's a Civil Service Office. Postmaster Coutant Monday afternoon received confirmatory news of the telegram in the BEE announcing the granting of three more men to the letter carriers of this city. Yesterday morning he was also notified that he would be permitted to increase his clerical force by three men more. These latter men have

already been selected, and went to work

this morning. This increases the number of employes in the office to lifty-two, and hereafter all vacancies must be filled under the civil service regulations. Court Notes. In the case of Sacoski vs. the Union Pacific, the suit brought by the plaintiff

by him by being shot at Columbus, the jury brought in a yerdlet for the defendant yesterday.
Judge Dundy was engaged yesterday in hearing the case of John G. Glenitz vs. the Union Pacific. The plaintiff sues for \$10,000 on account of injuries received from a falling piece of timber while he was engaged at work for the company in

A Lawyer's Stratagem. "Some lawyers adopt queer tactics in convincing a jury," observed an old gentleman recently. "About twenty years ago a young woman was on trial in Chicago charged with having poisoned her aged husband. Her lawyer was an old hand in criminal defense, named \on Arman. The evidence was all against his client. Not a witness could be produced to swear in her favor. Nothing daunted, the wily lawyer laid his plans and proceeded to win the case by stratagem. In his closing appeal to the jury

. "Gentlemen, you all understand that it has been sworn to that this young lady killed her husband by mixing poison with some cookies. That she made and placed them on the table herself. That there is considerable money involved. Also that some of the cookies have been analyzed and found to contain poison. Here is one of the number said to be poi-

soned. Now, to convince you that all this evidence has been concocted by majicious persons, eat all the cookies on the plate. He ate them with apparently as little concern as he would a biscuit. After court adjourned Von Arman was seen to spring into a buggy and drive rapidly up the street. Nothing was thought of it as he usually acted in an eccentric manner. I learned afterward that he knew the cookies contained poison and came prepared by taking a powerful an-tidote in advance. After leaving the court house he had himself pumped out. The jury returned a verdict of not guilty. I understand Van was well paid for his part in the matter '

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Police Court. Ida Jones, Stella McDonald, Belle Smith and Mrs. Turnbull, four women of the town, who had failed to pay ther fines during the present month, were sent up by Judge Stenberg yesterday to "board it out." at the county jail. John and James Tudden, male inmates of a house of prositution, were fined \$5 and costs. J. F. King, a vagrant, was sent up for ten days on bread and water. Three others were ordered out of town. Out of

five dranks, three were fined. The English commissioners of forests are planting extensively on the crown property in the Isle of Man. About four millions of trees have been plated on mountain land during the last three years, and the work has proved so successful that it has been decided to extend the number of trees annually. The planting is done almost entirely by native labor, under the superintendence of a competent forester from Carlisle, most of the trees having been ordered from the wellknown nurseries of Knowefield in that

A cowboy from Arizona was walking n Park Row New York, when a piece of ron weighio + 200 pounds fell from the ele vated road and hit him on the head. He died in the course of time, and the cor-oner's jury, wishing to offer an explana-tion that would be satisfactory to his friends in the far west, rendered a ver-dict to the effect that he died from concussion of the brain. This will be regarded as a natural death in Arizona, and no fuss will be made about it.

On the 31st of May last the approximate number of sheep in New Zealand was 15,200,009, being an increase of 654,000 on the previous year. In Otago the number of sheep increased during the year from 3,800,000 to 3,957,000.



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Bailway Time Table

OMAHA.

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 E, C, St. J, & O B, from the B, & M. depot, all others from the Union Pacific denot.

depot.

BitIDGE TRAINS.

Bridge trains will leave U. P. depot at 6:35B7:35-8:00-8:40-8:50-110:00-11:00 a. m.; 181:5
-1:20-1:50-2:00-3:00-B4:00-5:00-5:00-5:10-7:00-11:10 p. m.

Leave Transfer for Omaha at 7:12-B8:15-9:30
-9:42-R10:35-10:37-11:37 a. m.:137-2:18-2:37 -9:43-1310:35-10:37-11:37 a. m.1:37+2:38 -2:37 -2:30-3:37-4:37-5:50-6:12-7:20:-7:50:-8:50-11:39 p. m.
Leave Broadway 10:35 p. m; Arive Omaha
11:00. Lv. Omaha 10:00 p. m; Ar. Broadway
10:25. In effect August 29th until further notice. This is additional to present train service.
J. W. MORSE, G. P. A.

CONNECTING LINES.

Arrival and departure of trains from the Transfer Depot at Council Bluffs; ARRIVE DEPART. ARRI-CHICAGO, ROCK ISLAND & PACIFIC CHICAGO & NORTHWESTERN. A 0:15 A. M. A 6:40 P. M. CHICAGO, BURGINGTON & QUINCY. 9:35 A. M. A 9:15 A. M. A 9:35 A. M. B 6:40 P. M. A 7:00 P. M. CHICAGO, MILWAUKEE & ST. PAUL-A 9:15 A. M. A 6:40 P. M. RANKAS CITY, ST. JOS & COUNCIL BILIPPS. A 10:00 A. M. C 8:55 P. M. WABASH, ST. LOUIS & PACIFIC. A S:60 P. M. A 3:30 P. M.

SIOUX CITY & PACIFIC.

A 7:05 A. M. A 6:25 P. M. WESTWARD. ATTIVE Depart. | Depart | SOUTHWARD | Active | A.M. | P. M. | Day Express | 6,254 | 11:10s | Si250 | Night Express | 6:254 | 6:20a | Si250 | | A. M. P. M. C. ST. P. M. & O. A. M. P. M. | B. Han | B. NOTE A, trains delly: B, daily except Sunday; C, daily except Saturday; B, daily except Monday.