

BOUND TO GET EQUAL RATES.

Lincoln's Freight Bureau Working Hard to Justify Its Creation.

A PROTEST TO THE BURLINGTON.

Not Heeded, the Matter to be Taken into the Courts—The Journal Downed on the Question of Paving.

[FROM THE BEE'S LINCOLN BUREAU.] The effect of establishing a freight bureau in Lincoln is becoming manifest, and the people generally believe that in securing John E. Ut as the commissioner of the bureau that an active, energetic man has been placed at the helm. A short time ago the bureau issued a circular to the Missouri Pacific road showing the discrimination that existed against Lincoln, and Saturday a protest notice was filed upon the Burlington road, which, in effect, states that if the discrimination is not removed that every case will be taken into the courts. In conversation with one of the gentlemen who has largely interested himself in these matters the statement was made that the point Lincoln business men were insisting on was not a rate the same as Omaha's, but it was for a rate on the whole mileage from Chicago to Lincoln proportionate to the rate on Omaha on the entire mileage from Chicago to Omaha. The form of protest prepared for each business man receiving shipments from the east gives full information in the matter, and if this protest is not heeded every case will be taken in the courts, not only from this time forward, but demands for the excess received and charged by the company since the 1st of April last when the inter-state commerce law went into effect. Following is the

NOTICE OF PROTEST.

To the Burlington & Missouri River in Nebraska and the Chicago & North Western & Quincy Railroad Company (owner), Their Agents and Attorneys at Lincoln, Neb: You will take notice that the Journal and protest against payment of the excessive freight charges that have been and are now being exacted by your company's railroad lines to this city and since April 5 last from Chicago and common points or originating beyond—

Class 1, \$1; class 2, \$2; class 3, \$3; class 4, \$4; class 5, \$5; class 6, \$6; class 7, \$7; class 8, \$8; class 9, \$9; class 10, \$10; class 11, \$11; class 12, \$12; class 13, \$13; class 14, \$14; class 15, \$15; class 16, \$16; class 17, \$17; class 18, \$18; class 19, \$19; class 20, \$20; class 21, \$21; class 22, \$22; class 23, \$23; class 24, \$24; class 25, \$25; class 26, \$26; class 27, \$27; class 28, \$28; class 29, \$29; class 30, \$30; class 31, \$31; class 32, \$32; class 33, \$33; class 34, \$34; class 35, \$35; class 36, \$36; class 37, \$37; class 38, \$38; class 39, \$39; class 40, \$40; class 41, \$41; class 42, \$42; class 43, \$43; class 44, \$44; class 45, \$45; class 46, \$46; class 47, \$47; class 48, \$48; class 49, \$49; class 50, \$50; class 51, \$51; class 52, \$52; class 53, \$53; class 54, \$54; class 55, \$55; class 56, \$56; class 57, \$57; class 58, \$58; class 59, \$59; class 60, \$60; class 61, \$61; class 62, \$62; class 63, \$63; class 64, \$64; class 65, \$65; class 66, \$66; class 67, \$67; class 68, \$68; class 69, \$69; class 70, \$70; class 71, \$71; class 72, \$72; class 73, \$73; class 74, \$74; class 75, \$75; class 76, \$76; class 77, \$77; class 78, \$78; class 79, \$79; class 80, \$80; class 81, \$81; class 82, \$82; class 83, \$83; class 84, \$84; class 85, \$85; class 86, \$86; class 87, \$87; class 88, \$88; class 89, \$89; class 90, \$90; class 91, \$91; class 92, \$92; class 93, \$93; class 94, \$94; class 95, \$95; class 96, \$96; class 97, \$97; class 98, \$98; class 99, \$99; class 100, \$100.

The following reasons are given to justify the action taken in this instance: The rates and charges are unjust and unreasonable as compared with the rates and charges exacted by the other railroads operating in this city and since April 5 last from Chicago and common points or originating beyond—

The current tariffs from Chicago to Lincoln are a discrimination against this locality, and disregard the existence of similar conditions and like circumstances, Lincoln being a city of commercial importance competing with Omaha for the supremacy of territory west of the Missouri river, with many superior natural advantages over that point. The excessive rates to Lincoln are the result of a collusion between the Missouri Pacific, Burlington & Missouri River in Nebraska, Chicago, Burlington & Quincy (owners), Union Pacific, Fremont & Missouri Valley railroads and connections, competing lines, compromising their differential and local rates in order to reach a basis by an unlawful combination. Therefore, I, or we, give notice hereby, that in the limit of a month after the date of this notice we will file with the United States court and the inter-state commerce commission for relief in the premises, also claims will be made and payment insisted on for reimbursement based on equitable rates for all over charges that have accrued on any account from the date of this notice to the date of the filing of this notice. This protest is to be signed by the parties suffering from the discrimination and filed with the company and its attorneys, and if the relief is not obtained recourse will be had to the United States court and the inter-state commerce commission.

PAYING MATTERS. The action of the council in acceding to the majority petition for paving district number two, which would have made the minority, consisting of the State Journal and the paid attorneys of the other paving company, sick to their stomach, but they were apparently happy to take their money and go. The council, by a majority vote, including the Journal, that insists on "regulating" things without regard to majorities, and it hurts them when the council makes a move in number, by unanimous vote, took the word of a majority of the property holders in the second paving district and gave them cedar blocks. Even the Journal's pet demagogue, who has been a bolded republican ticket to elect, favors block paving. It comes with very poor grace for the Journal, which has boasted of its location on the printing presses, to call the other councilmen boodlers because they would not be "regulated" by a minority. When the editor of the Journal heard that the council had taken the word of the property holders for block paving, he swore publicly on the streets. It is to be hoped, however, that the asphalt company will recognize that the Journal has worked for them, and turn over a few without hesitancy. The Journal has earned something and ought to have it.

ABOUT THE CITY. Farragut post at its last meeting passed strong resolutions on the rebel flag question that were adopted unanimously. In these resolutions one was passed especially commending Governor Thayer for his stand taken on the question and the vigorous language expressed by him to the president. The State Journal is talking lustily against the location of an city hospital on the city park, and a citizen called attention to the fact that this is not locating a pest house or even contagious diseases in that locality. The Journal should remember that the rebel flag is a form mayor that it helped to elect was the very man who suggested the location of the hospital at that place. The special election held Saturday resulted in the defeat of surface water sewerage bonds by a vote of 969 for and 628 against. At the same time the granting of franchises to the three new street railway lines was voted upon and they were carried by a practically unanimous vote. This makes five franchises granted to street railways the present season. A large number of Lincoln citizens will go to Crete on Monday for the camp at the Chautauque assembly. The number attending from Lincoln the present year will double the attendance at

MOST WONDERFUL YET.

A Wonderful Steam Carriage That is to Go a Mile a Minute.

Lewiston, Mo., Journal: "The rich can ride in chairs," and they can ride in a steam wagon, too, if they will come to Lewiston and essay what the teeming brain of a remarkable Lewiston inventor has attained.

In a small one-story building, somewhat back from the dusty highway of Canal street, Lewiston, you can find the machine. The building looks as though it had been built for a boat as big as a two-winged hennery, and has two windows, one in each side. Glance through the windows and you see a wonderful thing, in which a boiler and smokestack, standing bolt upright in the middle of the floor—a spectacle that, in the days of the Salem witcheries, would have hung the owner of the building and mysterious contents higher than Haman.

But you ask, "Is it mysterious?" Not a bit of it, dear. It is just a modern invention—a big thing to look at, but just as simple as this latter age, when all the world's thinking just as tight as it can gallop of how it is possible to move and think faster than it is a machine to propel over the country roads a mile a minute. It is a contrivance to outrun the wind, "roller," and to pass the Maud S. and Jay-Eye-Sees, as though they were hitched to a brick wall. It is something to climb hills, clatter over pavements, bowl over country roads, ramble over beaches, whisk around corners, back up to basements, haul loads of wharves or burn around a track. It is a steam wagon. It is everything that the imagination can picture such a contrivance to be, and, best of all, it seems certain to work, for it is built, so far as the professional and unprofessional eye can see, on the commonsense plan, and is fairly bristling with inventions and well applied.

An Auburn clergyman, a local connoisseur of the horse, an enthusiast of the nineteenth century of American progress, a Sabatis mill owner, the inventor of the Journal, seven or eight years ago, and the first four named asked more questions than an infant class. The enthusiast (large "E" please), was delighted to see the clergyman, a connoisseur exhibited mental reservation in favor of the "noble animal," the inventor was calm and confident, the mill owner had seen or heard of such things in Germany, while the Journal was more than pleased.

BETRAYED BY HIMSELF.

A Fellow Who Didn't Want to Go to War Gives Himself Away.

Cincinnati Star: "Remember a funny experience I had during the war," said a leading physician to-day. "I was up at Camp Dennison examining the conscripts, and I was hearing a plan for exemption I had to hear. One day a farmer, a German, a peaceable minded fellow, who thought more of his turkeys and cabbage than he did of military glory, was brought in and said: "'Doctor,' he said, 'I am not fit to go to the war, I am all crippled up with rheumatism.' "'In my right arm, I can only raise it yooast so high,' raising his hand about two inches from his body with apparent great effort. "'Oh, you have got it pretty bad," said I, 'you certainly can't go to war in that condition. How high could you raise your arm before you got rheumatism.' "'Oh, so high,' said he, raising his arm high above his. That was just what I expected, and giving him a push I sent him along out to be sent to the war."

The President's Salary.

Baltimore American: A great deal of talk has been occasioned by the mention of the fact that the president always used new money. Some people laugh at the idea that he handed a crisp new \$100 bill to Dr. Sunderland for his marriage fee, and again, that he put a crisp new \$5 bill in the collection plate at the Oakland church. People said: "Why, the president must have money made especially for him." The truth is, the president always receives new notes direct from the treasury, and the people are allowed except in change when he pays a bill or makes a purchase. The United States treasurer, on the last day of each month, sends the president his salary, \$4,166.66—the old money, in purple and silver and copper cents, and the notes all new and of the latest issue. Mr. Cleveland, like his predecessors, keeps a private bank account with Briggs & Co., and the day after he gets his salary he makes a deposit, reserving enough to pay current expenses. It is said that his account has shown as large a balance as \$35,000, as he has an income besides his official salary. Before he entered public life he made from \$10,000 to \$15,000 a year by his practice, and his expenses were not more than \$3,500. He has saved much of his first year's salary but now that he is married his expenses will increase.

Each Took One Half.

"Do you understand about notes of hand?" asked one of the market-washers of a stand-keeper the other day. "I think so." "Well, I had a letter's note for \$20. It said 'Edna will pay for July, but Jas' nit he paid me half of it." "And you indorsed the amount on the back of the note?" "I did, hey? Was dat de way to do?" "Of course. How did you do?" "Cut de note in two an' gin him half!"

Advertisement for Dr. Price's Cream and Powder, featuring images of the product tins and a woman's face.

THE TYPEWRITER.

What is Required to Insure Success.

New York Graphic: The typewriter, if it is not ready-made, is rapidly becoming mightier than the pen. There is a typewriter in almost every office attached to all the hotels here as probably the case in every other city. Some of the stenographers are making a great deal of money by a little extra enterprise. To make a good stenographer is necessary to combine literary ability with mechanical qualifications. The observer was talking to the young man at a hotel who had just started to type, and he related several amusing things in connection with his business. He found when he first started that there were a great many men who made a name for themselves in the business, but were unable by the use of their pens to compose a letter, but they were good talkers. He would take their dictation, polish it up a little and when the work was completed he would send it to the printer. Of course this pleased this class of patrons, and many of them would send out two letters a week which did not contain a single error. To these men there is a great attraction in talking to a stenographer, and a man unaccustomed to it is often astonished at the result of his conversation, particularly when the stenographer looks out for the punctuation and superfluous words. By advertising in some of the papers he has been able to get a good deal of literary work, not only from men, but from ladies. Among his patrons are a number of shop girls whose education has been sadly neglected. Still they are ambitious to create an impression that they are of literary talents. They have love-letters written, winding up with poetry of a most sentimental character. Besides, they admire seeing those produced by men, and they know it they have enough dictated to make a column in an ordinary newspaper. It has become the fashion of many New York swells to keep stenographers regularly employed in their homes, and to dictate a diary and dates for two hours every night before he retires. If it could be published it would be pretty sure to make mighty interest, and so simply to give a stenographer a short time ago to hear a western senator, who was dictating to a stenographer in the corridor of a hotel. He had never been known to make a speech while in the city, but on this occasion he grew quite eloquent. Suddenly he forgot his surroundings and let himself out. He walked down and talked in a very loud tone, gesticulated with both hands, and soon had quite an audience, but he kept right ahead and was unembarrassed. There are lots of people who are fond of talking in the corridors of the hotels simply to attract attention, and it tickles them greatly if you stop and listen to them.

Who Built Atlanta?

"Why, this looks like a northern city!" That is the first remark the northerner makes when he is asked the question of looking on this fair town, says the Atlanta Constitution. The bustle, the rush, the fine buildings, the general get-up and hustle and bustle of the city, this he flatters the average southern city by comparison. His next remark is: "Well, I've always heard it was built by northern men and capital, and I suppose it must be so." It was built by "crackers." By young fellows in jeans and homespun who came up from Georgia country sides—by young fellows who carried their guns in from the neighborhood in their faded gray clothes, and east Tennessee rebels who drifted this way because their own country was too hot for them. From every corner of the community and country cross-roads of Georgia came the men who made Atlanta, as the veins of the human body lead back to the human heart. Of all the cities in the world, it is the home of the "cracker"—built by his energy and dominated by his ideas. We have in twenty-one years, starting from such desolation as can hardly be conceived, accumulated \$55,000,000 worth of reality (not counting the suburbs) built sixty-seven churches, furnished free schools for eight thousand children, spent millions of dollars in erecting a city of 65,000 inhabitants, and made such a reputation for enterprize that Chicago is flattered when she is finally allowed to as "the Atlanta of the west."

Evergreen Trees.

Germantown Telegraph: Besides producing a pleasing landscape effect that can be produced in no other way, the planting of evergreen trees affords a protection from cold winds in winter to the dwelling and outbuildings. Spruce, fir, and arbor vitae trees are free growers, and if set when quite young they are more likely to be attended with success than if the trees are larger. The protection which they afford to orchards often produces excellent results. Where, for ornamental purposes, the planting of arbor vitae surrounding a pear tree, the size of the fruit and increased productivity of the trees as compared with others outside were marked. The same was true of the pear tree, and the evergreens, showing conclusively the favorable influence exerted by them.

It Goes Without Saying!

That Alcock's Porous Plasters are appreciated by the leading medical men in the country. That they are the original and genuine porous plasters upon whose reputation imitators have traded. That Alcock's Porous Plasters are the highest result of medical science and skill. That in ingredients and method they have never been equalled. That Alcock's Porous Plasters have never yet failed to do their work quickly and effectually.

Advertisement for Carbolic Smoke Ball, featuring an image of the product and a woman.

ALBANY LAW SCHOOL.

Thirty-sixth year begins Sept. 6th, 1887. For circulars or special information address Horace E. Smith, L. L. D., Dean, Albany, N. Y.

WOODBRIDGE BROTHERS.

STATE AGENTS FOR THE

DECKER BROTHERS.

PIANOS.

PENNYROYAL PILLS.

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WILKINSON & DAVIS.

RUPTURE CURED.

PROF. N. D. COOK.

WEAK MEN!

Room 11, 1514 Douglas St., Omaha, Neb.

REAL ESTATE.

Transfers Filed June 24, 1887.

Table listing real estate transactions with columns for names, addresses, and amounts.

LAWRENCE, OSTROM & CO., LOUISVILLE, KENTUCKY.

FAMOUS BELLE OF BOURBON WHISKY.

Advertisement for Belle of Bourbon Whisky, featuring an image of a woman and the product name.

STEINWAY, FISCHER, LYON & HEALY.

BURDETT, STANDARD, LYON & HEALY.

ORGANS.

Prices, quality and durability considered, are placed at the lowest living rates for cash or time payments, while the long established reputation of the house, coupled with their most liberal interpretation of the guarantee on their goods, affords the purchaser an absolute safeguard against loss by possible defects in materials and workmanship.

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1305 & 1307 FARNAM STREET.

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