THE COMMISSION IN IOWA. The Sioux City & Pacific Under Inves-

tigation. Stoux Ciry, Ia., June 29.-William F. Fitch, general manager of the Sioux City & Pacific road, testified before the Pacific commission to-day. He had not heard of any complaints of discrimination by the apany. He thought the road ought to pay Its fixed charges, based on a reasonable cost of construction. George D. Perkins, editor of the Sioux City Journal, said the road had always been regarded as one of the best lines in this section. The principal complaint by in this section. The principal complaint by
the people along the line arose from their inability to send goods to the tar west, owing
to the fact that Sioux City was not regarded
as a competitive point of the Union Pacific
system. Mayor Cleiand testified in the same
line. The witnesses all spoke of the remarkable increase in the population and prosperity of the country tributary to the road since
its construction. Replying to a question by
Governor Pattison, witnesses thought the
effect of the government taking the road if
the stockholders abandoned it, would be
benencial, provided it maintained the present
connections and added to them.

Iowa Supreme Court Decisions. DES MOINES, Ia., June 29,- | Special Telegram to the BEE. |- The supreme court filed the following decisions here to-day:

Mathias Chlein vs E. Kabat, appellant, Dubuque circuit. Affirmed. F. J. Upton & Co., appellants, vs J. R. Paxton and John Ramsey, Story circuit. Af-

firmed.

J. C. Murray et al vs. Jones county, appel-Jacob Guise, sr., et al vs Jones county, appellant, Jones circuit. Affirmed.
Jacob Guise, sr., et al vs D. Carr Early et al, appellants, Sac district. Affirmed.
J. O. Barker vs D. Carr Early, N. G. Wilson et al James F. Wickersham et al A. B. Bruner et al, "three cases," Sac district. Affirmed on defendant's appeal; modified and affirmed on plaintiff's appeal.

Edward H. Buckley vs D. Carr Early and
John Grey, appellants, Sac district. Af-

Adelia M. Hoop vs Sac County bank, appeliant, Sac district. Affirmed.
J. F. Tobin vs Webster Mutual Ald society,
appellant, Lucas circuit. Reversed.
Sophronia Gillespie vs George See and A.
R. Pierce, appellant, and J. L. Carney,

guardian, vs same appellant, Marshall cir-cuit. Reversed. State of lowa vs Charles Emmons, appellant, Mahaska district court; Charles Em-mons vs C. Woodruff, sheriff, and Charles Manley, appellant, vs Thomas Morgan, sher-riff, appeal from an order of John W. Har-ney, judge of the district court of the Third judicial district. Affirmed.

The lows Jobbers DUBUQUE, Ia., June 29 .- The Iowa Jobbers and Manufacturers association in convention to-day, adopted resolutions protesting against discrimination against Iowa business, and asked the state railroad commissioners to take steps to enforce the same; also against increased mileage, and asking the legislature to establish a uniform passenger rate of two cents: also to secure construction of the inter-state law; and in favor of the Henne-

pin canal. The new officers are: President, W. H. Torbert, of Dubuque; secretary, W. W. Ainsworth, of Des Moines. Chinch Bugs Destroying Crops. DES MOINES, Ia., June 29,- | Special Telegram to the Beg. |- Advices from Story county state that the county is overrun by chinch bugs to the numbers of millions and trillions. The wheat crop is irretrievably rulned, oats are beginning to suffer and corn will undoubt-edly go. The county is badly crippied and farmers are in despair.

Killed in a Well.

MECHANICSVILLE, In., June 29.- | Special Telegram to the BRE. ]-James Young, a well digger, met with a very sad accident this afternoon. He was down in a well and the men above let the bucket fall, which struck Mr. Young on the head. He was taken out unconscious and brought home. The doctors say he cannot live twenty-four

Heavy Cattle Firm Failure. DEXTER, Ia., June 29 .- Special Telegram to the BEE. |-Clark Brothers, for many years prominent cattle teeders of this place. have been obliged to turn all their property over to their creditors. The liabilities will probably exceed \$100,000, and at a fair valua-tion the assets will be as much. The depre-ciation in price of cattle and heavy losses in the Texas Cattle company are responsible for the failure,

Killed By a Horse. MENLO, la., June 29.-|Special Telegram to the Bee.|-Malcolm Frank, a boy of fifteen, was kicked by a colt Sunday, who struck him in the bowels, and now has died.

The Afghan Rebellion. BOMBAY, June 29 .- Natives state that the eader in the Ghilzal rebellion gave battle to the Ameer's troops before Ghnuzni, killing

SIMLA, June 29 .- Gholam Haider Khan defeated the Ghilzais near Istadeh, and killed a large number of them. Advices from Afghanistan report to-day fighting in the Bukar district. The Ghilzais were defeated the first day, but the second were victorious, and at last accounts were

pursuing the ameer's troops. The Tory Mudscow. LONDON, June 29 .- Cardinal Manning writes to the Times protesting against the circulation of the statement from Rome that "the Irish mission of Monsigners Perisco and Gualdi has been revoked at the instance of Cardinal Manning and Archbishop Walsh, of Dublin, and branding the latter as two

active promoters of separatist intrigues. Lansdowne's Evictions. DUBLIN, June 29 .- Three orders for the ejectment of tenants on the Marquis of Lansdowne's estate obtained to-day. Lord Lanstion would not be evicted if they paid the

Ferron's Proposals Rejected. Paris, June 29 .- The commission of the chamber of deputies appointed to examine and report upon proposals relative to the army, submitted by General Ferron, the new minister of war, rejected them to-day. The rejection caused a sensation.

Queen Natalie Not Wanted. VIENNA, June 29 .- King Milan of Servia has instructed Premier Ristics to take meas ures to prevent the return of Queen Natalie to Servia. A cabinet crisis is expected if the premier refuses to obey the order.

A Royal Garden Party. LONDON, June 29.-The queen's garden party at the Buckingham palace this afternoon was a great social event. Seven thous-and invitations were issued. All royal vis-itors who came to attend the jubilee were

SHANGHAI, June 29 .- The Chinese lega tions at Paris and London are to be united. Hung Syn will be the new Chinese minister to Germany, Austria, Russia and Holland.

WAYWARD GIRLS. They Are Found by Their Parents in a

Well Known Chippy Block. The Gladstone block on Donglas street is notorious as a residence quarter for that rather large class popularly known "chippies." The block has recently been the scene of several sensational episodes. About ten days ago a young girl named Katie Crandall disappeared from her home on California street, near the shops. The girl was inclined to be wayward, and was a source of great trouble to her parents, respectable people.

to her parents, respectable people. Yesterday they traced the girl to the Gladstone block and a most affecting scene encued. The parents besought the girl to return home and all would be forgotten and forgiven. She promised better behavior, packed her effects and returned home, it is hoped to be a better girl.

At the foot of the stairs of the Gladstone block an old lady in a great state of excitement was demanding her daughter, who, she said, was inveigled from home by a railroad man and was in one of the rooms of the building. A large prowd gathered and after a time the old

lady was taken up to look through the rooms. The girl in the meantime had disappeared down the rear, according to the inmates, and the disappointed mother retired. The girl's name is Mary

FIREURACKER DAY. Final Arrangements For Its Celebra-

tion About Completed. The executive committee of the Knights of Labor having in charge the arrangements for the celebration of the Fourth of July held quite a lengthy session last night in Julius Meyer's rooms on the corner of Twelfth and Farnam streets. The line of march and the positions of the bands, the labor organizations and others who will take part in the procession were discussed, although these matters will not be finally determined upon until Saturday evening, when the committee will meet again at the same place.
The following notice to all labor unions

was issued by the committee: Any unions in this city which have not received an invitation to take part in the parade of July 4 will please consider themselves invited and will kindly elect an assistant marshal and instruct him to report as early as possible to William Coburn, marshal of the day. This notice becomes nessesary because some invita tions may have miscarried through the

A motion was adopted to the effect that Mayor Broatch be requested to issue a proclamation asking that all business men in Omaha, especially along the line of march, to decorate their buildings and every residence to display the American flag; that railroad companies decorate all trains coming in and going out of the city, that all church bells be rung morning, noon and night; that the police be instructed to arrest all suspicious characters about the city before the Fourth, all disturbers of the peace on this day to receive double punishment; that the police be further instructed to clear all streets and sidewalks of vehicles and obstructions of every description by Saturday evening, July 2, and that on the Fourth no street cars or vehicles of any kind be allowed to interfere with the procession in any way; that the mayor detail all the policement of the car way to the ca men he can spare from the force to re-port to the grand marshal, and that they be instructed to do such duty as the grand marshal details them to do; that the mayor instruct the street cleaners to sweep all streets clean in the line of march, and that no street cleaners or sprinkling wagons be allowed on the streets after 6 o'clock of the morning of July 4.

Examining Teachers. This is the last day's session of the city examiners who have been engaged since Tuesday in examining applications for positions in the city schools. The number undergoing examination this year is thirty-five, which is five more than the highest number ever examined before. Among them are six graduates of the Omaha high school. The rest come about equally from lowa and Nebraska. The chairman of the examining committee, W. G. Keysor, is in charge. The committee will complete the work of examination and appounce the names of the successful candidates by Saturday morn-

Want an Elevator. A petition is in circulation among the lawyers and others doing business at the court house, requesting the county commissioners to put an elevator in the building, to be reached by a tunnel from Far-nam street. The petition already has a large number of signatures.

Too High.

The building committee of Goodrich lodge No. 144, I. O. U. F., held a meeting up stairs at No. 108 North Fourteenth street last night for the purpose of passing upon bids for the erection of an Odd Fellows' hall at the southeast corner of Saunders and Paul streets. Nine bids were received and all of them rejected as eing too high. New bids will be advertised for.

FITTING THE FAIR FORM.

Girls Who Dare Not Sneeze in Getting Measured For Gowns.

New York Letter in Cincinnati Enquirer: I met for a moment yesterday, while calling upon a distinguished actress, a celebrated cutter of stage costumes, one of a handful of men who have studied under Worth in Paris and have come to America to get in their fine work. I asked the actress when I had an opportunity why men were employed to cut the dresses instead of women, and in what the particular art consisted

If a woman measures you for a dress you have to go back about three times and pass through the operation of being measured and your dress let out or taken up, whereas these men who have served apprenticeships and applied men's make so many marks and cut according to them so accurately that the first time you are fitted; and it is the first time you wear a dress that you get in or out of conceit of it.
"Said I: "It seems to me that a man

measuring a lady at so many points in order to get a sure thing puts her in the situation of that interesting woman who submitted to be measured by Joel Hart's patent contrivance, at Florence, for taking in half an hour every measurement required by a sculptor, which gen-erally had taken two or three weeks and twenty sittings. He made a machine something like an iron mask, out of hoops, which was locked over the woman's face, and then little needle points were screwed down to the eyebrows, tips, chin, ears, the bridge of her nose, the point of her nose, etc., and they were marked by a little screw. In all there were perhaps one hundred of these things. Poor Hart, who was a good sculptor, was avaricious of money, and he wanted to get the busts of the flying Americans who would stop over in Flor-ence a few days, and had no time to be measured with the dividers. He locked this young woman in there, surrounded by her friends, and, feeling these little needle-pins all around her head, she exclaimed: 'Bless me, Mr. Hart, suppose one should sneeze!' "Well," said the actress, "it is plain that you have never been measured for a dress. Any woman will go through an hour or two of misery at any time to have a better fitting dress

than anybody else.'

Bucklen's Arnica Salve. The best salve in the world for Cuts, Bruises, sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns and all Skin Eruptions and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price For sale by C. F. Goodman.

Great annual sale of clothing at 1014

Farnam st. Rather Dull Just Now And for that reason those two tracts of 80 and 40 reres, respectively, near South Omaha can be bought for less money than will be asked a few weeks later. Acre property has proven the foundation of fortunes for families who now wear diamonds and stove-pipe hats and earry canes. Call on Bell & McCandlish, 314

So. 15th street and ask them about these Engineers' Transits and Levels at

A ROW AND A RUMPUS.

Why the Herald Attacks on Chief Seavey Have Stopped. For several days the attacks on Chief of Police Seavey in the columns of the Herald have been notably less, and those that have appeared have been without the venom which has erstwhile characterized the utterances in that newspaper. The reasons for this sudden change leaked out yesterday. As the story goes, when Governor Thayer was in Omaha in attendance upon the laying of the corner stone of St. John's church, there was a long conference between the governor and John A. McShane, propritor of the Herald. Previous to this con ference, a reporter for the Herald had an interview with Mayor Broatch and an interview with Mayor Broatch and also with Commissioner Hartman, each of whom particularly requested that their names should not be used. This was agreed to. In passing upon the reporter's copy, however, the city editor not only used the names, but tacked on a great deal to the mayor's interview which that officer never uttered. This breach of confidence led to a pro-This breach of confidence led to a pro test to Mr. McShane on the part of the mayor. This, in conjunction with the conference with the governor, caused Mr. McShane to issue forcible injunctions to his editor-in-chief. The interview be-tween Mr. McShane and his editor is said to have resulted in a notification that the editorial management of the paper would be reorganized. Further,

it created a great row and rumpus among the staff. The editor-in-chief alighted upon the managing editor in no gentle terms, the managing editor assailed the city editor about the Broatch interview and the city editor bestrode the neck of the luckless reporter in particular and the local force in general, This led to the departure of one of the reporters on Tuesday night, another yes-terday afternoon and a third will follow in a few days. Certain it is that there is more or less commotion in the office and that two of the staff suddenly quit, although the causes which led to this ruction are denied by those who ought to know. For the purpose of getting at the true inwardness of the rumor, a reporter for the BEE sought Mr. McShane and Mr. Morrissey. The proprietor of the Herald was found in the Parton rotunda.

"Mr. McShane, will you confirm the rumor that, owing to a difference be-tween yourself and Mr. Morrissey about the attacks on Scavey, there is to be a change of the Herald management?"
"It's a d-d lie!" said the congressman as he lighted a cigar. "Have you had a conference with Governor Thayer or Mayor Broatch

which caused a let-up on Seavey?" "But, Mr. McShane, wasn't there some conversation between yourself and the mayor in reference to a Herald interview in which Mr. Broatch claimed to be misquoted?" persisted the reporter. "Who told you so?" demanded the

Herald proprietor.
"I have it on good authority."
"Well, there ain't anything in it and I wish you wouldn't say anything

Mr. Morrisey was grinding out double-leaded minion for his morning issue. The rumor was briefly recited to him, and he was asked if he had received an order from Mr. McShane to discontinue the attacks on Chief Seavey. "It is absurd," was the response. "Mr.

McShane has not issued any such order. I voluntarily quit discussing the Seavey matter the day after the commission rein-stated him, and I finally issued the order myself to have no more of the Seavey stuff in the paper." "Has there been any misunderstand-

ing which will lead to a reorganization of the editorial staff of the Herald?" "There has never been the least mis-understanding between Mr. McShane Jur relations pleasant and harmonious. His instruc-tions have invariably been carried out to the letter whenever he had any in-structions to give. If there is to be any reorganization of the Herald staff or any alterations in the same I have not been apprised of the fact and I probably

would be informed if anyone was."
"Are you aware that Mayor Broatch had a conference with Mr. McShane in reference to an interview in the Herald and that perhaps there was a conference Governor Thayer and Mc-

"I know nothing about such confer-erences. I never heard of them before and if they were held they were not affairs of mine.

Notwithstanding the unqualified denial of Mr. McShane, it is asserted on good authority that Mayor Broatch made complaint of the putting of words in his mouths which he never uttered. Morrisey admits an order was issued to discontinue the local attacks on Seavey after the discussion of the chief editorially had ceased. It will be recollected the local assaults have but recently ceased. Mr. Morrisey assumes the responsibility for the order. There is good authority for the statement that Broatch interview created trouble in the office, the interviewer refusing to be held accountable to the city editor, and will therefore leave the sheet, while two of the reporters have already departed for

Betle of Bourbon Ten-Year-Old Whisky. Weak or over The great appetizer. worked women find great benefit by tak-ing a wineglassful before meals, \$1.25 for quart bottle.

Personal Paragraphs. Henry Torpin, Esq., of Fremont, among the guests at the Millard. Messrs. C. E. Yates, C. Thompson and Jno. D. Doty, of Lincoln, are at the Mil-

Mrs. W. F. Vaille, of Wymore is visitng her parents Mr. and Mrs. John

Judge J. B. Barnes, of Ponca, is in the He is counsel in a suit before the United States court this morning. Mr. George W. Hawke, of Nebraska City, and W. B. Conklin, esq., of North

Platte, registered at the Paxton yesterday Mrs. Adolph Meyer and son have gone to Spirit Lake lowa, where they will spend some weeks. They will be joined

by Mr. Meyer, and subsequently visit General and Mrs. Dandy and family have vacated their residence on Park avenue and will be guests of the Millard hotel for a week, when the family expect to go east for the summer.

Collections at the internal revenue of fice yesterday amounted to \$7,226.67. County Judge McCulloch yesterday issued a license authorizing the marriage of William H. Washington and Miss

Kittle Condon, both of Omaha. Wessie Duval was arrested on a charge warrant sworn out by a man named Callahan. The Callahan boy and the Duval boy quarreled, and the arrest is result of a neighborhood quarrel

Frank L. Reeves has received the contract for building a hay barn for the Union Stock Yards company at South Omaha. The new building will be constructed of brick and iron and will be fire proof. Its dimensions will be 150x36 feet and it will have a capacity for several hundred tons of hay. It will be located on the ground where the old barn stood which was burned several months ago.

Genuine Bargain. New house, eight rooms and lot in ex-cellent locality. Has elegant interior finish and modern conveniences; a perfect gem. Address box 557, city.

THE PACIFIC COMMISSION.

Mr. Edward Rosewater Gives His Testimony Before the Members.

A PITHY AND POINTED TALK.

The Editor of the Bee Examined at Length Upon the Affairs of the Union Pacific Company.

Mr. Rosewater's Examination. At the meeting of the Pacific railway Commission Tuesday afternoon, Edward Rosewater, editor of the BEE, appeared in pursuance to a special subpoena. In response to the question asked by Governor Pattison as to what he knew about the management and policy of the UnionPacific, Mr. Rosewater testified to having only a partial knowledge about the Union Pacific business management and its methods of influencing legislation. Since 1872 and 1873 officers of the Union Pacific had manifested more or less activity in connection with state politics. Nebraska being a republican state, most of the energy of the railway manage-ment was directed toward controlling the machinery of that party, though very often democratic conventions were manipulated and influenced. Officers and employes of the road were in attendance at conventions, both as delegates and lobbyists. The railroads have for twelve years been an important factor in all potitical contests in Nebraska, "An incident," said Mr. Rosewater, "that occurred back in '73, for which I was censured, shows what power the railroad managers were exerting in local politics. The day before the election that fall, an operator the Union Pacific office called on me and handed me a message to S. H. H. Clark signed by A. J. Poppleton, in which Clark was urged to direct the Union Pacific shop men to vote for Henry Grebe for sheriff. I published this message and appealed to the workingmen to assert their independence, which they did. I was charged with stealing that message off the wire, because I am an operator and read by sound, when in fact I not only saw a copy of the message but the man brought me the original copy with Poppleton's hand-

writing with which I am familiar." Here Mr. Poppleton asked that the copy of the dispatch be produced, which Mr. Rosewater promised to do.

"In the year 1875," continued Mr. Rosewater, 'a number of Omaha capitalists and business men organized a corporation known as the Nebraska Central railroad, narrow guaged, which was to extend from Omaha through Saunders, Butler and Polk counties, to Grand Island or some point further west, A proposition to vote \$125,000 in bonds to aid this road was submitted to the voters of Douglas county. At first all the Omaha papers and all classes of citizens favored this project but the Union Pacific entered the lists against it. The Omalia Herald and Republican flopped, and all federal officials from collector to postal clerk rallied under the lead of Senator Hitchcock in conjunction with postal

the Union Pacific railroad employes to defeat the bonds. This was the first instance in which the railroad managers pooled with the political leaders of the party in power. And from that time on the issues between the railroads and their followers on one side and the people on the other, were carried into the campaign. The nar-row gauge bonds were defeated chiefly by an organized raid through the county pre-cincts, and the threat telegraphed by Jay Gould to Dr. George L. Miller tha the Union Pacific shops would be moved from Omaha if the bonds were voted. After the defeat of the project the Union Pacific managers organized the Republican Valley branch, and built it through the countles through

which the Nebraska Central had been laid out. The next year, in 1876, an attempt was made to control the congressional and senatorial nominations. Jay Gould and Dillon were in Omaha while the republi can state convention was in session at incoln. After four days contest the U. P. forces which were marshalled by Clark and Kimball in person, at Lincoln,

carried the day, and nominated their bought up. When it first met, there was a round majority against the U. P. At least twenty delegates must have been bought, and General John C. Cowin who was then a candidate for congress openly charged in the convention that that body had been corruptly influenced

by Union Pacific officers."

Judge Littler asked the witness whether he knew of any delegate being

Mr. Rosewater replied that he knew of several. One of them received \$100 from John M. Thurston. This man had been elected against the Union Pacific, but voted with them. Pat O. Hawes, who was on the ground, had given him some of the names of these boodlers. "The sanatorial contest," continued the witness, "which followe; this convention drew out the full strength of the Union acific at the legislative session of 1877. It was at that session that the Union Pacific 'Oil Rooms were opened for the

What is an oil room?"asked Governor Pattison. "A room in which lobbyists and legislative boodlers drink whisky, champagne and brandy, play eards and tell nasty stories," replied the witness. "It is in rooms that railroad lobbyists get in their work on men after they are made phant with liquor."

"Did you know where the 'oil rooms were located?" asked Judge Littler. "During the session ten years ago," said Mr. Rosewater, "the 'oil room' was in room thirty in the Capitol hotel. winter they had several 'oil rooms' in the same hotel. One of these was room fourteen. I was lodged in room sixteen, next door to it one night, and the gang was so boisterous that I was compelled to finally, at 2 o'clock, rise and request the clerk to change my room." 1

"Why do they call these rooms 'oil and who gave it that name? asked Governor Pattison. "I think Frank Hanlon first called it the oil room, because members were lu-bricated in those rooms and the machine olled up to keep it going."

In response to the question as to the methods of the railroad lobby last winter Mr. Rosewatersaid he did not, of his personal knowledge, know of money being paid to members, but it was notorious that corrupt influences had been used. Four or five years ago, Roberts, the tified before the legislature that he been offered \$5,000 to make a report adverse to a railroad bill.

"Besides receiving passes members were accorded all sorts of favors in the shape of rebates. Such was the case with Lieu-tenant Governor Carnes, of Seward, who was doing a lumber, coal and grain busi-ness. Often members are given employ-ment after the session is over. The railment after the session is over. The rail-road lobbyist exert their influence on members in all sorts of ways. They

drink with them, they gamble with them and take them to houses of ill-repute."
"Who were the railroad employes in the last legislature?" asked the gov-

"Tracy, of North Platte, Garvey, Mathison, Knox and Young, of Omaha. There may have been others. Great pressure was brought upon these men to defeat proper railroad legislation. One of these men, Young, said to me during the session, 'I wish I had never come down here, I would not advise any man employed by a railroad to serve in the legislature. Its a terrible thing when a man has to choose between his duty and bread and butter."

Governor Pattison here asked the wit-

ness to state whether he knew of any dis-

criminations against shippers. 'There were," said Mr. Kosewater, "a great many complants, notably from points west of Columbus, on account of coal rates, which were as high at Sidney and North Platte as at Omaha 400 miles further from the mines. There was much complaint about the lumber and grain monopoly. Some years ago an elevator man at Grand Island informed me that the superintendent of the road flatly refused to give him accommodations and equal rates with his rival, for the reason that he, the shipper, be-

longed to the opposite faction in politics. When asked whether the threat made by Jay Gould to remove the shops from Omaha was the only instance he knew of where communities had been intimidated by threats, Mr. Rosewater said that some years ago the people of Columbus were asked to vote bonds to the Atchison & Nebraska or B, & M. road, Jay Gould, while passing through Columbus, stood on the platform of his car and publicly threatened to destroy the business of that town did vote the aid and the Union Pacific started a new town three or four miles further west, and made it the terminus of the Nebraska branch, but a flood came on the following spring, washed out the junction and compelled the Union Pacific managers to re-locate their terminal facilities at Columbus.

"That was what you call Providential," remarked Judge Littler.
"It may be," said Mr. Rosewater, "but
they managed to squeeze \$25,000 out of the people of Columbus to help Providence along."
"Do you know of any large invest-

ments in lands by the Union Pacifie?" asked Governor Pattison. "I cannot recall any excepting the purchase of 1,200 acres by Sydney Dillon on the other side of the river. They tried to build up a rival town. I have called it Dillonville, but they made no success of this specu-

Being asked about the building and management of the road Mr. Rosewater said that the bridge was not believed to have cost nearly so much as the company claimed. The charges for going over the bridge were excribitant. For a long time they charged \$10 per car and 50 cents per passenger, although the dis-tance from Council Bluffs to Omaha over the bridge is only a mile and a half. Mr. Rosewater made complaint at the quar-termaster general's office and found that the government was charged the same A dollar per ton extra was charged on all coal shipped into Omaha from the east. Equally outrageous charges were made on all cattle, wheat and other kinds of grain this amounted almost to an embargo on eastern traffic. Various attempts were made in congress to pass bills reducing

through one house they were killed in the This county paid \$250,000 toward building the bridge so that it couldn't have cost nearly what the company

the tolls but as fast as the bills go

The witness said that the bridge controversy which had for years been going on between the citizens of Omaha and the road has brought out the fact that for seven or eight years the bridge earned from \$800,000 to \$700,000 annually. The managers charged from \$150,000 to \$200,000 per year as expenses for operating the bridge.

"It is palpable that this pretending op-

erating expense included not only the transfer expenses but many other items that do not pertain the bridge proper, added Mr. Rosewater.
The examination by Commissioner Patison of Mr. Rosewater was continued as

Q-Have you considered the various bills introduced in congress during the last session, and from time to time, as to methods of settlement with the Union Pacific railway company?

A .- I have considered all propositions that have appeared from time to time, from the company or from government directors-or from congressmen that contemplate a refunding of the company's debt at a low rate of interest, and peared before the committee on judiciary of the United States senate two years ago to protest against any such funding bill being enacted. I think it Was the Hoar bill, I can can express my views on that question if desired.

By Commissioner P .-- I want your views as to the effect of the settlement of the railroad company upon the communities through which this road passes.

A.-I claimed that it was a great injustice and would operate as a great hardship on the people that are compelled to be patrons of the Union Pacific, and only the people that were patrons of that road, but the patrons of other rallroads, to refund the Union Pacific debt, such as it is now known, and extend its payment

for sixty or eighty years or any other time. My reasons for opposing this proposition are that a large amount of this debt was fraudulently created and contracted: that it represents quadruple and perhaps quintuple of the amount for which the entire railroad can be built, and I believe that another railroad can be built to duplicate this system for one-fourth its pres-ent debt; that in funding the indebtedness the government of the United States proposes to recognize and validate the Credit Mobilier frauds and thefts of the company under various managements, the recklessness

of the managing officers of the company and the reckless extravagance that characterized it under various adminis trations, and in recognizing as valid all these fictitious and illegal obligations, the government proposes to place a mortgage upon the earnings of the people, a burden not only upon this genera-tion but on the generations that are to follow us. My idea springs from a desire to see the people free from the incubus chiefly caused by the dishonesty and mismanagement of these administrations, and for that reason would be a great outrage and injustice to compel the people who patronize this road to go to work and take one hundred and fifty millions of this indebtedness, or about that sum independent of the one hundred million or perhaps more which aready incumbers this company, on a first mortgage, It would be a great injustice to say to the people of this western country that they shall be obligated for sixty or eighty years to pay the interest upon this enormous indebtedness and then to pay gradually every dollar of the principal and then also to pay a reasonable income upon the fictitious stocks which these companies are now holding as representing what they pretend to be railroads owned by themselves. If the people of this western country and of the whole United States are to contribute to the liquidation of the enormous sums of money borrowed and stolen by those companies, it is saying to the people that the government doesn't care for their interests as much as they do for the parties who now are owners of that stock. Now, if this stock is in the hands of innocent

on those who made the purchases. The men who would invest the trust placed in their hands for widows and orphans in stolen property—property that has been acquired by every scheme that confidence men can exploit—are entirely unfit for such trusts, and they should personally be held responsible and not the people of this western country. Now my idea about these stocks is simply this, that in the first place they represent only what has actually been paid in - what the company has actually received in honest values. If this is true, and as I am informed not much more than ten cents on the dollar has ever been paid into the company-the excess should first be collected from the holders of capital stock and that ninety cents on the dollar applied to the liquidation of the debt. If, for instance, a national bank organized under national authority should be robbed by one of its officers, it would hardly be expected that they should ask the government to levy upon the patrons of the bank and make them pay losses sustained by the bank through dishonest management or theft or misappropriation. What everybody would expect from the bank officers would be that the stockholders would first be compelled to pay these losses, and then if they could not pay, the stock would be liquidated and finally the cers and directors of the bank would be held responsible in their persons for every dollar of the funds that have been dishonestly divested and they would be compelled to restore what they have stolen. I do not see why the functions of conthey gress should be used to rob all the peo-ple of this country by levying upon them And further than this. I claim that the will extend and continue during the same period, if not perpetually, the extortion and high rates of transportation which are now charged by competing companies, because the Union Pacific, weighted down with the enormous debt, would be compelled in order to meet its fixed charges, the interest upon its bonded debt and a reasonable dividend upon its stock, to pay up the high rates; and the other roads now competing with it, such as the Burlington and the Santa Fee, would match them as a mere business proposition; they would keep up the same rates, knowing that the Union Pacific could not charge a much lower rate. They could still cut under the Union Pacific and the Union Pacific could not meet them, thus making it a mere matter of time until the Inion Pacific would be driven out of the business. I believe the Burlington alone has been extended west of Nebraska entirely out of the profits made in Nebraska—I believe the entire Burlington system west of the Missouri has been paid for by government subsidies and bonds from counties, precincts and cities, and that large sums of money expended in its extension were from its surplus earnings. But if the Union Pacific to-day was rid of these encum-brances—if the road went through a process of liquidation, or whatever you may call it, so that it was forced

being in the public market to-day, that road could reduce its rates from 50 to 100 per cent, and still earn a reasonable in come upon its investment. That would be a great relief to the country. would be justice after all these years of extortion. It is not because this western country is poor to-day-it has been enriched by building railroads, as I freely admit—but it would have been three times as rich if it had enjoyed fair railroad tolls. The wealth in the whole of Nebraska to-day would be three times what it is had it not been for the enormous contributions we have been compelled to pay to the railroads for bringing in what we want and taking away what we do By Commissioner Littler: Q.—What out of the market, but an occasional lot do you propose as a method of

down with its stocks to the act-ual value of what it would

ment? A .- The first proposition I would make would be this: To do just the same as any business man would do if he found himself compelled to meet a note, on which he was an endorser, and which the principal is unable to meet. (Discussion here ensued as to what Mr. Rosewater should say.) In this case the payment is to come from the people.

By Mr. Poppleton-That must not be

ost sight of. Commissioner: Q.-What is your

Mr. Rosewater-Oh, I simply have general ideas on the subject. (Here commissioner Pattison read a section from the act creating the commission to the effect that it was the duty of the commis sion to ascertain the ideas of different persons as to the methods of the settle ment of the debt.) By Mr. Pattison-What plan would you

suggest, or have you any in mind?
A.—As regards the private interests of this community and especially of Omaha it might be best to go on and keep up inflation period, and perhaps let the management go on as it had done, recklessly squandering everything they have; but, as a proposi-tion for the people of the western coun-try and of the United States who are to pay this money, my idea would be-first to attempt to recover every dollar that has been improperly taken out of the road by its former managements, if, as I believe, millions of money have been in various ways misapplied by the builders of the road originally and by parties who have controlled it since. The govern-ment should in the first place attempt to get all that it can out of them. In the next place they should see if there are thirty-six millions of stock in the Union Pacific at 10 per cent paid in—that would be \$3,600,000-and the difference between that amount and the stock represented on its face should be assessed on the stockholders, and if it was not so paid in, the stock should be

wiped out entirely.
By Commissioner Littler—That without regard to the fact that the present stockholders probably paid one hundred cents on the dollar?

By Mr. Poppleton-Do you not know that the supreme court of the United States has declared that that cannot be done?

A.—I don't care what the supreme court has declared. I think this stock represents nothing but highway robbery, and having been issued by a set of highwaymen who called themselves railway managers in the first instance, innocent parties must suffer just as they would in investing n stolen property. They should not stand between the men who own the property.

By Mr. Lattler—We will assume that is

all so; give us your plan.

A.—Weil, the first mortgage would be the first thing to liquidate. I presume the first mortgage bondholders would come in and claim the road, or rather put it on sale. If the road, on such sale, does not bring the amount due, why then the first mortgage bondholders lose the difference and the second mortgage is wiped ont entirely.
By Mr. Poppleton-And the govern-

ment goes without its money?
Mr. Rosewater: Yes, and the people are relieved from the extravagant railroad tolls. If on the other hand the first mortgage is satisfied there is no necessity for the government to contra-dict this partnership business any fur-ther. I would not have the government force the road to a sale for more than it

By Mr. Poppleton: Then its debt to the government would have to be do-nated to the west? Mr. Rosewater: There are thousands of people now residing east of the Missouri who travel out here as well as western people and if you reduce

rate here you reduce the rate for all the By the commission .-- Have you any

other plan or suggestion or opinion to offer to the commission?

A.—There is a great deal of information that I could give though I could not give it without having my attention called to it. Leaving the plan of getting the money, as I said. I didn't exaggerate very much when I said that I should act in this case as if I had been an advanced. had been an endorser oa my wife's note. I regard the government relations to the road in that light, that is to say that it is now wedded to it and when the divorce is granted it should be perpetual, and inasmuch as the people are to pay this money it is unjust and unpolitic to enact a law that will tax the products and industries of this courts in the and industries of this country eighty years to pay fraudulent detts or in any manner to authorize the people to be robbed for eighty years. There are people all over the country who ride on this road and furnish or buy our products. Let the road be sold and operated honestly on what it is worth and you will reduce rates and tariff.

and you will reduce rates and tariff.

By Mr. Littler—Can you tell me how a road can be sold under foreclosure so ong as the company pays the interest upon its first mortgage notes? A.-I can not tell you, but there is no necessity for the government to tinker

with this road any longer. I have been in favor of the building of branch lines, and am yet, under proper restrictions; but there is no necessity for any of this funding legislation that is contemplated. When 1897 comes and congress meets and finds itself in the condition of the second mortgage holder, it will be time enough to let the road go to the wall and be sold, but I have an idea that under the showing you were going to make that this road could be sold out sooner. I have an idea that there has been enough information gathered to show that there is good reason why the government should put a stop to this sort of thing; but if it is not done I believe there would be no great harm to let it go on until 1897. I don't see any necessity for selling the road until 1897. I don't see any necessity for the govern-ment doing anything particularly now. The objection to this bill is that it recognizes and legalizes fraudulent debts and compels us out here in the western country to pay high tolls to pay off debt that we should not be compelled to

pay at all.
By Mr. Poppleton—And you want the government to give that to the people? A .- Yes, sir. Commissioner-Have you anything

further to suggest?

A.—No, sir.

Mr. Poppleton then asked the witness whether he did not believe that forcing the Union Pacific to be sold under the hammer and operating it at rates based on its auction sale value would not drive all the competing roads west of the Missouri into bankruptey?

Mr. Rosewater did not believe it would, because most of these roads are bonded to the men who own the stock and were really built out of subsidies, stealings and excessive earnings. "The Southern Pacific," he said, "was notoriously built out of the millions stolen by the Central Pacific construction ring. The road did not cost much and can reduce its tolls without going into bankruptey. It is much the same with other trans-continental roads. Competition by the foreclosed Union Pacific operated on an auction sale basis, might reduce their dividends, but it would not necessarily drive them to the wall.

While the markets are supplied with an abundance of all the delicacies of the season, that could not help pleasing the most fastidious, there is very little aside from what was mentioned last week. The general prices are high, especially can be found at 25c a box. Black rast berries are now in their prime, and as low as they are apt to go this season. The choicest can be had at 20c a box. Red raspberries, which are very large and fine, are sold at 25c a box. Blueberries are quite plenty at 20c a quart for the best. California peaches are still high, the price at retail for the best being 20c a pound. Apples, which are still small and green, are sold at 75c a peck. There is the usual supply of vegetables. Crook-neck squashes are sold at the rate of \$1 per dozen. There is plenty of new cabbage on the market, and it is very crisp and tender and can be had at 10c a head. Cauliflower which is always a delicacy is flower, which is always a delicacy, is sold at the rate of \$2.50 per dozen heads. Tomatoes are sold at 10c a pound, which is quite reasonable for them when it is considered that they are brought from the far south. In addition to these, there is the usual supply of wax beans, peas, radishes, new beets and turnips and a number of other variety of vegetables which are becoming more plenty and cheaper as the season advances.

J. G. McClure, who lives in Ambles place, is minus a strawberry-roan pony, with white hind feet, which was unhitched and driven away from in front of his premises.



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