

ARMOUR'S BONUS TO BE PAID

Mr. McShane Says That the Great Packer Shall Have the \$100,000.

OMAHA'S RAILWAY CIRCLES.

An Unknown Killed By a Brick Kila - A Base Ball Crank in Court - A New Flour Mill - Etc.

Fowler and Armour.

Yesterday a reporter for the Bee sought John A. McShane's views upon the action taken by Fowler, the packer, enjoining the Union Stockyards company from giving to the latter \$100,000 in stock.

We have given a subsidy," said Mr. McShane. "I have \$100,000 to Fowler, and we gave another one to Swift and we promised to give another to Armour, and we propose to give it to him."

"On what grounds does Mr. Fowler base his objection to granting this subsidy to Mr. Armour?"

"On merely professional grounds. I had a talk with Mr. Fowler in Chicago about this business. He knew all about this matter. I told him we were going to give Armour the terms I have spoken about. He objected and said that if we did we would enjoin us."

"Why?"

"He said he did not want to put a club into the hands of a rival to beat him over the head with. Armour and Fowler are rivals, and Fowler held that as a stockholder of the company he would never consent to have his money used to advance a rival."

AMONG THE RAILROADS.

Union Pacific Matters-Mr. Kimball's New Position.

The first of September is likely to see many important changes in the Union Pacific headquarters. In fact the offices are to be reorganized; the traffic department has been abolished which lets out Messrs. Kimball and Shelby, though as already published, the former is made assistant to the first vice president, and the latter it is thought, will have some position on the staff of the same official.

The other changes have also been mentioned in the Bee. Mr. Van Kuren, who has succeeded D. D. Davis, has instructions to reduce the force of the freight auditor's department at least 25 per cent. This cannot be done under the present system, which is known as the "Davis system," and which has required a wonderful increase of clerks over that formerly run by Mr. Taylor, Davis' predecessor. The latter system is in use on the Burlington road and will be restored to the Union Pacific when the reduction in the force takes place.

Under the Taylor regime the work in the auditing offices was done by less than ninety men. Under the Davis system over one hundred and ninety are required. And yet the work is not so satisfactory as it was before the change. In the view of Mr. Potter being in favor of the old "Q" system and also in view of the great reduction in the forces which he has been making, it was but natural that the old system should be recalled and that the clerical force should be reduced to its requirements. In this reduction, all other things being equal, the older and more competent men will be retained.

The claim department, it is rumored, is to be separated from the freight auditing department and a freight claim agent is to be appointed as assistant freight claim agent in Kansas City, Denver and Salt Lake will be abolished and the general freight agents at those points will handle the claim business and report all such business to the freight claim agent at Omaha. The freight claim agent will report to the auditor.

There is some speculation as to the tenure of Mr. Van Kuren's position. He is an old and tried employe of the company, but he was not appointed by Mr. Potter, and this fact seems to be the basis of the suspicion. In connection with this circumstance, the retirement of Mr. Davis was accompanied by a reference to his traveling expenses, which, however, was not entirely deserved. In one of his reports to Mr. Adams, Mr. Potter referred with some pride to the fact that he had made a number of reductions which would result in the saving of thousands of dollars to the company, but while that was the case in the operating department he noticed that at the same time in one month there had been an increase in the expenses of the auditing department of over \$12,000. The matter was not explained, but the fact is that amount represented the value of the work and other expenses incurred by the company in securing from the Pacific railway commission the information required by them on the occasion of their recent visit.

Messrs. Kimball, Munroe and Dickenson have gone to Denver to meet President Adams and Vice President Potter. They will principally discuss Colorado matters at their meeting.

To-day the B. & M. will open forty miles of new road from Central City to Greeley Center. There are three stations on this extension.

A BIG CHANGE. It is understood on good authority that the Pullman Car company has been granted the privilege of running buffet eating houses on the lines named. The said company made its contract with the Union Pacific in Boston five years ago. It is about to expire, and it is said that President Adams desires to "concentrate" expenses.

Mr. Skinner, head of the Pullman Car company in Omaha, on being interrogated in the premises replied: "Well, that may be so, but it is a little premature to talk of it now."

"This will knock the railway eating houses sky high," remarked an old time railroad person on the occasion of the cars they won't patronize the stations."

None of the Pacific Hotel company officials could be found, so their version of the matter cannot at present be stated authoritatively.

SHELBY HAS NOT RESIGNED.

It is now officially announced, Mr. Potter being the authority, that P. F. Shelby, assistant general traffic manager of the Union Pacific, has not tendered his resignation; neither, it is alleged, has it been asked for. Mr. Shelby, it is known, has been in bad health for some time, and for the purpose of recuperating has asked for a leave of absence of three months and the leave has been granted. He will spend this period in Europe, after which he will return to this country and again resume his connection with the Union Pacific.

THE MOTOR LINE.

Work is progressing on this line on Twenty-second street, between Hickory street and Poppleton avenue. The crossing of Fifteenth and Cass streets has been amicably arranged with the street car company. In reply to a question as to the seemingly loose manner in which the rails were laid on some streets, Mr. Eddy says that the reason is because these streets were to be paved, and consequently it would be foolishness to put down permanent tracks now when they would have to be changed as soon as the pavement was laid.

THE CABLE LINE.

The Cable Tramway company are distributing yokes and other material on Dodge street west of Twentieth, and it is expected in a few days to commence the laying of the same in the ground.

NOTES.

Engine No. 839, of the Union Pacific, drawing the cars containing the passengers from the east, yesterday jumped the track just as it was entering the depot. No one was injured, but several occupants of the car had to complain because they were compelled to indulge in a little extra walk.

C. G. White, of the Baltimore & Ohio railroad, has removed his western headquarters from Des Moines, Ia., to this city. His office at present is in Hallman block. Mr. White is an old railroad man and his name indicates his character.

On August 1 the Northern Pacific Express company withdrew from all the river, ocean and rail lines of the Oregon Railway and Navigation Company. It gave up the field entirely to the Pacific Express company which operates along the Union Pacific and Oregon Railway and Navigation lines as far as Umatilla Junction, running into Portland jointly with the Northern Pacific. Joint offices will be maintained in Portland and San Francisco by the Northern Pacific and Pacific Express companies.

SLEPT INTO DEATH.

The Strange Accident Which Killed a Man Yesterday.

Wednesday night at 12 o'clock a roughly clad, good-natured young fellow asked permission from the foreman of the brick-yard near the corner of Twenty-fourth street and the Union Pacific railroad to sleep beside one of his warm kilns. He had been sleeping in the timber above for several nights, and it was getting too cold to remain there longer. The stranger's request was granted and the young man lay down on the warm ground beside the glowing kiln, and about 2:30 in the morning the wall of the kiln immediately over him, slid down upon him, burying him under a pile of bricks which required an hour to remove. When the young man was dead. Nobody knew him. Coroner Drexel empaneled a jury, and the verdict returned was in accordance with the facts.

Notice to Contractors.

Sealed proposals will be received at the office of the city clerk in the city of Laramie, until 6 o'clock p. m., on the 23d day of August, 1887, for constructing sewers in the city of Laramie, Albany county, Wyoming territory.

Forms of proposals, copies of specification and instructions to contractors may be obtained of the engineer, and the plans and profiles may be seen at this office.

Each bid must be accompanied by a deposit of \$100 as a guarantee of the good faith of the bidder.

The council reserve the right to reject any or all bids. Mayor. LEROY GRANT, Attest: C. F. SHELTON, Clerk.

MADE A HOME RUN.

How an Iowa Base Ball Fiend Worked the Police Magistrate.

"William Higgins," called Judge Berka at the police court yesterday and William, a tall, lean, cadaverous youth, metaphorically covered with moss and hay seeds, came diffidently forward, twirling his dilapidated old beaver in his hands.

"Higgins, you are charged with being a vagrant."

"A wanderer, a vagabond, a strolling beggar, according to Joseph E. Worcester, LL. D., but according to this court a tramp and a dead beat, one of those fellows who lays around the town without any visible means of support."

"Them's not me, mister, I work."

"Work where?"

"On the farm at home."

"Where is your home?"

"Eighteen miles from Council Bluffs."

"What are you doing here?"

"I say, I came in to see the game, and I tell you it is good. I saw a circus and Bader catch flies! Did you ever see him, mister, pull down a fly?"

"Full down a fly? what are you talking about, Sigwart, is this man at right hand?" and the judge turned to the jailor and tapped his forehead with his lead pencil.

"Oh, he's a dandy, he is, mister, and catches a fly just as easy as I could catch a horse car."

The old homestead with the toe of your boot, Mr. Higgins, my brain's in a whirl."

The base ball fiend had evidently delivered to the judge a clean knock-out blow, and the balance of the docket he ran off at about the rate of a mile a minute.

A FLOURING MILL IN OMAHA.

A Location Being Looked Up For Such an Enterprise.

Mr. Serrvoise, a milling expert of the Nordyke & Norman company, of Indianapolis, Ind., and Mr. Young, agent of the George T. Smith purifier, Detroit, Mich., are at the Millard in company with Mr. Crow, the projector, for the purpose of fixing the grounds, taking the levels, etc., in case a location is chosen and accepted.

"Our intention," said Mr. Crow, "is to put in a mill with a capacity of from 300 to 400 barrels, first class in every respect; either stone or brick, provided we get a suitable location. All we ask of the citizens of Omaha is a location."

"Mr. Eddy, of the Belt line, has taken great interest in this matter, doing everything possible to secure a site, and ordering a train out to take us over the Belt line to look up a location. He is trying to secure the grounds on the Belt line, and has in view lot nineteen on Sherman avenue, not far north of Nicholas, which fronts on the avenue, and abuts the Belt line. He offers to donate one-half the price of this lot if the city will donate the other half. It is owned by the S. H. Clark, general manager of the Missouri Pacific, has telegraphed Mr. Eddy that the lot may be sold for the purpose of a mill at a fair appraised valuation."

ENCOURAGING REPORTS.

The Drought of Central Iowa not so Bad as Reported.

Mr. E. L. Emery, the assistant superintendent of the Omaha Fair association, is at present making a tour of localities in neighboring states, in the interest of the fair in September. In all the sections this gentleman has visited, he has observed the most enthusiastic interest in Omaha's fall festivities. The farmers of the various localities are actively engaged in preparations for participation in the coming fair, and show great promise of adding much to its splendid exhibits. Yesterday Mr. Emery returned from a trip to central and southwestern Iowa, and in conversation with a representative of the Bee gave a brief account of his trip.

Of this section of the crop reports have of late been anything but flattering, but Mr. Emery states that their condition is by no means as bad as reported. It is true, that in some localities the crops have suffered greatly from drought, but it may be said that this is hardly more than local, many sections being blessed with fair and promising crops. The cause of this drought is on account of the rains of the past season, which have been light and local. The farmers of this portion of Iowa are prosperous barring the few temporarily inconvenienced by the lack of rain. On his trip Mr. Emery visited a number of excellent farms among which may be mentioned as a fair illustration of the whole, that of Mr. J. T. Thornton of Farragut, Iowa.

Mr. Thornton combines with profit two of the most profitable professions of agriculture and journalism. He is the editor of the Farragut Sentinel, a bright, enterprising weekly paper, published in that town. As a farmer Mr. Thornton exhibits a commendable practicality. His farm is one mile from the town of Farragut, and in point of acreage is ample, though conveniently handled. On this farm are raised horses, hogs and cattle, which after a systematic feeding, are now nearly all full blood. Mr. Thornton's idea seems to be that the best stock is the cheapest, and the more easily disposed of to the consumer. He raises no stock for show, and his reason for systematically reducing his stock to its present condition is in order to produce the best and most profitable material for the market. As a consequence of this wise policy the products of Thornton's ranch readily meet a good and profitable market.

Mr. Emery left yesterday for Creston, Ia., and vicinity, where he will resume his labors in behalf of the coming fair.

History of a Fountain.

Several years ago an eastern lady of philanthropic principles donated to the city a pair of ornamental fountains. One of these, with ornate lanterns, foliated shaft and shapely basin, stood at the alley near the Omaha National bank. First the lamp disappeared, then the shaft was broken off and thrown in the alley, where it now lies, and now the base and basin have been overturned and sadly broken. The council at the last meeting ordered the removal of a number of buggies, so much so that the business men in the vicinity are satisfied with its removal. The benevolence of the eastern lady will do just as much good in the locality where the dismantled fountain will be re-erected.

A Thriving Village.

P. S. Barnes, of Weeping Water, Cass county, is in the city attending the races. He says that nearly all the stone business formerly done at Louisville is now transacted at Weeping Water. Even W. H. B. Stout has transferred a great portion of his interests. There are 250 men there now crushing rock, and thirty cars of the same are sent over the Missouri Pacific daily to Omaha. Contractor Robinson has opened works for cutting dimension stone, and when he gets started it is estimated that five hundred stone cutters will be at work in Weeping Water.



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HE TAKES THE CAKE. "Clarence - Really, Miss Minnie, everything in your home seems so bright that I would like to steal the bread and butter."

Miss Minnie - Even really assist you in that line, Clarence. I would like to see you steal the bread and butter. "She is handsome that handsome does." The girl who uses

SAPOLIO

beautifies both the house and herself. Try a cake of it in your next house-cleaning. No. 2. Copyright, March, 1887.

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In order to create a little stir during this, for the clothing trade, usually quiet spell, we have placed on sale for this week, and until they are all disposed of, about

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One lot men's sack suits made of good Union Cassimere; a nice small check, serge lining, covered buttons, and altogether made up in good substantial manner, at \$3.75 a suit.

Two lots of men's sack suits, both the same quality but different patterns of dark, very neat mixtures, lined with serge and well made at \$4.50. These suits are of good medium weight and would be adapted for wear now as well as later on in the season.

One lot of young mens' suits, sizes from 33 to 38, a splendid pattern of silk mixture cassimere, Italian lining and elegantly made for \$5.25.

Our object in placing these suits on sale at these prices is two-fold; Firstly, to meet the wants of a large class of our patrons, and to enable them to get, at a time of the year when no one feels like buying expensive clothing, a substantial and good looking suit at a merely nominal price. Our second and main object is to advertise ourselves and pave the way for the immense fall business for which we prepare and which we expect to do.

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