THE OMAHA DAILY BEE: THURSDAY, JANUARY 19, 1888,

A QUARANTINE ESTABLISHED

The superior of the second

Nebraska Live Stock Interests to Be Protected.

A BREEZY TIME IN THE BOARD.

Chris Hartman Brings Charges of Extravagance Against the State Fair Management - The Straw-Pulling Case,

[FROM THE BEE'S LINCOLS BUREAU.] General Thayer yesterday issued the following proclamation in accordance with the recommendations of the Nebraska Live Stock association, published yesterday. After quoting the resolutions the governor says:

In accordance with the recommendations of the Nebraska Live Stock association, and by virtue of the authority vested in me, I, John M. Thayer, governor of the state of Ne-braska, do hereby issue this, my proclama-tion, establishing a quarantine against all of the states, districts, counties and territories named in the foregoing resolutions, and pro-hibiting the importation into this state of all eattle from all or either of the above named places. In accordance with the recommendations of places

This preciamation shall take effect and be in force from and after the 1st day of Feb-ruary next, and the quarantine so established and declared will be enforced by the live stock agents and the state veterinarian.

On the taking effect of this proclamation all previous quarantine proclamations of this state will stand revoked.

In testimony whereof I have hereunto set my hand and caused to be affixed the great seal of the state of Nebraska.

Done at Lincoln this 18th day of January, A. D. 1888. By the governor: Jonn M. THAYER. G. L. LAWS, Secretary of State.

CHARGES OF EXTRAVAGANCE. The morning session of the state board of agriculture was devoted to the discussion of the report of the committee to which was referred the report of the secretary. This committee consisted of Messrs. committee consisted of Messrs. Slaughter, North and Holt, and their report brought out a great deal of dis-cussion on some of the secretary's recommendations. The recommendation that some plan should be adopted by the committee by which certain and reliable statistics could be obtained for the different counties was, in the report of the committee, referred to a committee to report a plan of work. A number of the recommendations of the secretary were of a lesislative character and the discussion developed into the needs of legislative action and the necessary laws to be passed at the next gen-eral session. The question was dis-posed of by instructing the forthcoming board of managers to draft a suitable bill to be presented for approval at the next annual meeting of the society and then to be introduced in the legislature for adoption. The unanimous opinion was if the state board presented to the legislature just what they desired,

it would be granted them. The committee appointed at the even-ing session to take the long list of names nominated for membership and select fourteen as the members met at the Windsor hotel in the morning. This committee consisted of Austin Humphrey, of Lancaster: Fred Gorder, of Cass; W. M. May, of Dodge; Henry Frye, of York, and E. N. Grennell, of Washington. After the conclusion of the long debate on the secretary's report, the hour had arrived for election of officers, but it was necessary to first fill vacancies on the board. The committee reported the names of the following, who were

unanimously elected to membership: L. A. Kent, Minden, Kearney county; Edward Blewett, Fremont, Dodge county; J. D. Maclarland, Lincoln, Lancaster county; Ed. McIntyre, Seward, caster county; Ed. McIntyre, Seward,
Seward county; J. B. McDowell, Fair-bury, Jefferson county; J. M. Lee, Ox-ford, Furnas county; M. L. Hayward,
Nebraska City, Otoe county; S. H. Web-ster, Ord, Valley county; A. J. Leach,
Oakdale, Antelope county; William
Robertson, Madison, Madison county;
A. Peaskie, St. Paul, Howard county;
W. R. Bowen, Omaha, Douglas county;
W. R. Greer, Kearney, Buffalo county; R. R. Greer, Kearney, Buffalo county; R. B. Windham, Plattsmouth, Cass COUT F sident Barker then announced the uon of officers as the special order. S. A. Barker, of Silver Creek, and Eli A Barnes, of Grand Island, were placed in nomination for president. At this stage in the proceedings Chris Hartman, of Omaha, took the floor. He said that the past administration had been an extravagant one, that while the fair had been the greatest kind of a success nothing had been saved financially. He reviewed his long career on the board and said that he had always aimed at economy, that Mr. McIntvre, the present chairman of the board of managers, had always stood between the treasury and extravagant expendituzes and Mr. Hartman thought that Mr. Barker, as president, had been ex-travagant, and cited the fact that, as he claimed, the board had expended over 45.000 cn the grounds. This the city of Lincoln should have expended. This brought Mr. Macfarland to his feet, who declared that Lincoln had done much more than its pledges called for. He defended Mr. Bar-ker and the board and showed the enormous increase in the expenses of the fairs and the character of the exhibits made. He believed that the organization should not be used solely as a money-making one, but that it should give the people all they paid for. Mr. McIntyre, of Seward, chairman of the board of managers, said he was fairly appalled at the expenses of the past year, but while he continued to strive for economy unavoidable expenses would come. He instanced the fact that on the opening days of the fair exhibitors from Illinois and Iowa poured in with fine stock, and the managers did not even have a hitching post to supply them with. They had either to turn the stock away or build stalls, and they expended \$2,000 for stalls. Secretary Furnas defended the administration and emphasized the fact that a great show cost money. He believed with Mr. McFarland, that the object of the society was not to amass funds in the treasury, but to give the best show possible consistent with the receipts. He said the Nebraska state fair excelled He said the Nebraska state fair excelled anything in the west, and cited in com-parison the horse entries at the Nebraska state fair and the Illinois state fair. The entries of Percherons were 141 for Nebraska and 41 for Chicago. French draft entries for Nebraska 37, Chicago 26; shires, 75 for Nebraska, 55 for Chi-cago; Clydesdale, 90 for Nebraska, 75 for Chicago.

ville, secretary. The afternoon session was devoted to the reading of the papers prepared by Prof. Bessey, Prof. Hicks and W. E. Taylor, of Peru. A CONTEST CASE, The supreme court was engaged yesterday afternoon in hearing the argument in the mandamus case brought by Candidate Davy, of Dakota county, against Candidate Wilkinson, of the same county. The former is a demo-crat, the latter a republican and the plum the treasurer's office. Wilkinson is the present treasurer and at the election the returns showed a tie. Wilkin-son claims fraud in that Omaha Indians voted the democratic ticket without re-

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gard to age or citizenship. Wilkinson refuses to turn over the office on Davy's claim that it was settled by casting 'ots on the tie in which he claims he was successful.

THE TROTTING BREEDERS, MEETING The TROTTING GBREEDERS, MEETING closed its session yesterday after se-lecting the following officers for the year: President, M. L. Hayward, Ne-braska City; vice presidents, W. H. Ashley, Beatrice; D. S. Mount, Omaha; J. D. McFarland, Lincoln; secretary, D. T. Hill Structure: transmost D. D. D. D. Merariand, Lincoln, Serenary, D. T. Hill, Syracuse; treasurer, D. D. Johnson, Minatare; board of censor, J. D. McFarland, D. T. Mount, D. T. Hill; committee on combination sale, C. E. Mayne, W. H. Ashley, D. S. Hill, The executive committee prepared a list of races for the summer meeting covering Nebraska bred stock of different age, which will be printed and supplied by the secretary. INSURANCE RETURNS.

The following additional returns have en received at the auditor's office of business transacted by different firms in the state the past year: Rockford, of Rockford, Ill.—Premiums, \$8,427.21; losses incurred, \$3,080.14; losses paid, \$3,603.64. Security, of New Haven-Premiums, \$4,028.17; losses incurred, \$1,299.60; losses paid, \$399.60. Westchester, of New York-Premiums, \$8,215.07; losses incurred, \$3,720.78; losses paid, \$1,916.39. Mechanics, of Philadelphia — Premiums, \$1,818.54; losses incurred, \$3,118.52; losses paid, \$3,363.08. Merchants, of Newark-Premiums, \$6,071.68; losses incurred, \$3,709.-78; losses paid, \$3.505.11. Hartford, of Hartford—Premiums, \$39,409.50; losses incurred, \$15,665.60; losses paid, \$11,-545.45. Actna, of Hartford—Premiums, \$21,533.75; losses incurred, \$18,740.23; losses paid, \$24,727.73. American, of Newark, N. J.-Premiums, \$4,586.24; losses incurred, \$3,491.49: losses paid, \$3.395.04.

"Brown's Bronchial Troches" are excellent for the relief of Hoarseness or Sore Throat. They are exceedingly effective.-Christain World, London, Eng.

Monopoly Arrogance. Grand Island Independent.

The Union Pacific railroad company has assumed a position of unbearable arrogance, by suing out injunctions from the United States circuit court against the order of the board of transportation to open its embankment below the town of Waterloo, and against all meddling with the rates charged by the Union Pacific for transportation of freights or passengers. The Union Pacific rests its claimon the protence, that is not subject to the legislature of the state, but only to congress, because

congress granted its charter. In disputing the validity of the state laws the Union Pacific sets in fact up the claim, that is superior to all state power, that is a state within the state, superior to our state. If the granting of its charter by congress exempted the roads from obedience to the laws of our legislature, it exempted the same also from subjection to our courts and our

executive. The Union Pacific then could be sued before our courts, and need not follow with the question whether he had asof our state government. Quarantine measures adopted would have no force for the Union Pacific, and no investigations into the railroad affairs could be had by any of our officers. It is a quite new and preposterous claim, set up by this impudent corporation, and one to which the whole former conduct of the same gives the lie. For over twenty years this corporation has acknowledged the right of our legislative bodies to make laws for them as well as for all other citizens. If it had not, it would not have been compelled by fair and unfair means to prevent "hos-tile legislation." Whatever this may mean, the fear of such legislation, acknowledged that they knew they were subject to such legislation. All the ex-pensive oil room arrangements, and the high salaries of their high-toned managers would have been superfluous, if they had been exempt from our laws. Neither have they ever disputed the jurisdiction of our courts or our state officers. They, on the contrary, have acknowledged even the authority of our old railroad commission and have carried around in great state through the country the dummies, who were satisfied with being dined and wined, and showing their authority by inspecting railroad pumps and privies. They were very willing to acknowledge the authority of a Gere and similar men, because they themselves were again the masters of the Geres. But in doing that, they have acknowledged the principle, that they are the subjects of the state, and that they cannot claim the right of being exempt from the jurisdiction of the state, like the ambassadors and representatives of a foreign

MODERN MONOPOLY MONKS. Union Pacifie Wreckers Masquerading in the Garb of Honesty.

CHANGE IN NAME ONLY. False Claims of an "Honest and Intelligent" Management-Hiding Its Sins Under the Cloak of Adams.

Philadelphia Record: The principal claim advanced in favor of the extension of the time for the payment of the debt of \$52,000,000 due by the Union Pacific Railway company to the United States government is the assertion that the property is now under honest and intelligent management. Prior to 1884 Sidney Dillon acted as president of the company. He piled up a floating debt \$13,000,000, and when he had dragged the company to the verge of default he made way for Charles Francis Adams. who still holds that office. The majority of the Pacific railway commission, while. condemning in strong terms the conduct of those who controlled and directed the construction and development of the other roads aided by congress, have made an exception in favor of the present administration of the Union

Pacific company. They say: We are satisfied that this administration We are satisfied that this administration has devoted itself honestly and intelligently to the herculean task of rescuing the Union Pacific railway from the insolvency which seriously threatened it at the inception of its work; that it has devoted itself by rigid economy, by intelligent management and by the application of every dollar of the earning capacity of the system to its improvement and betterment, to placing that company on a sound and enduring financial foundation. Notwithstanding this flattering in-dorsement, the vicious practices of this dorsement, the vicious practices of this railroad company in its relations to shippers, to communities, to other railroads and to the government, have been more pronounced under its present ad-ministration than under preceding administrations. The active and real managers of the company, with the ex-ception of Jay Gould and Russell Sage, are the same to-day as they were in the halcyon days of big dividends and cor-rupt purchases—Elisha Atkins, F. Gor-

don Dexter, Frederick L. Ames, E. H. Baker and Sidney Dillon are to-day the master minds of the company. UN DER A NEW ALIAS. The election of Mr. Charles Francis

Adams to the presidency of the company did not change the leopard's spots. The management is practically the same as it had been, but it now travels under a new alias. Even the majority report questions the honesty of the five directors referred to. Messrs. Anderson and Littler, on page 62, say in referring to the agreement made in Jay Gould's parlor at midnight on January 14, 1880: "The parties to the above agreement (Russell Sage, Jay Gould, Frederick L. Ames, E. H. Baker, F. G. Dexter, Sidney Dillon and E. Atkins) were trustees of the Union Pacific. They had no right, without violating the principle which should control the actions of honest men, to make this bargain in the dark, without corporate action, and to vote themselves large personal advantages." The only noticeable change in the management consists in this, that the former administrations made no pretensions of being other than what

they were, while the present administration hides its sins under the livery of holiness. VIOLATING DIRECT PROHIBITION. When the president of the Union Pa-cific railway company was confronted construction did not exceed \$16,000 per

CRUSHING OUT THE MINERS. To the commission Mr. Adams repre-sented (see p. 83 of testimony) that he was in favor of the company adhering stricting to its business as a common carrier yet he was the author of the scheme by which all of the coal sales in Colorado, south of Greeley,on the Union Pacific system, was handed over to the Marshall Consulidated Coal Mining company upon condition that the Union Pacific would have the option, in a given period, of buying a proportion of the stock of the company. By his ac-tion of making that contract the president of the Union Pacific railway company gave such great advantages to the Marshall company as to deprive five or six other coal companies in northern Colorado of any opportunity of reaching the market. The contract was in restraint of trade, a violation of the company's public obligation and a criminal conspiracy, for which all the parties engaged in it should be indicted. One of the worse

features of that transaction was the secreey which attended its execution and consummation. The competing coal miners realized that the Marshall company was obtaining advantages, while thoir appeals for equal rates were repeatedly met by denials from the officers of the Union Pacific company; and Mr. Adams admitted to the commission that he had made no effort to inform other operators of the terms of that contract, though pleading in extenuation of his action that he would have made the same contract with other shippers on the same terms. A TELEGRAPH MONOPOLY.

Another evidence of the "honesty and intelligence" which are dwelt upon by Messrs. Anderson and Littler may be found in the records attached as exhibits to the report of the house com-mittee on postoflices and post roads, No. 3501, second session Forty-ninth con-gress, wherein is disclosed the correspondence besween D. H. Bates, repre-renting the Baltimore & Ohio Tele-graph company, and Charles Francis Adams, representing the Union Pacific Railway company. For six months the officers of the Baltimore & Ohio Telegraph company were put off upon friv-olous pretexts by Mr. Adams, while they were demanding that the Union Pacific Railway company comply with the obli-gations imposed upon it by congress and "convey messages for all persons alike." At the expiration of that period, finding that Mr. Adams manifested no intention of doing his duty under the contract of incorporation, an appeal was made to department officials at Washington; and, when the hearing occurred, General Wagner Swayne presented him-self beford the commissioner of railroads, not for the Western Union merely, but "for the contract between the Western Union company and the Union Pacific railway company," this appearance being in pursuance of an agreement entered into by the Western Union telegraph company and the Union Pacific railway company as part of an arrangement by which the Western Union telegraph company ob-tained exclusive control of the telegraph service on the Union Pacific lines. Had Mr. Adams done his whole duty, it is probable that the Western Union Telegraph company would not have been, able, as it was, to embarrass its rival, to eventuallo destroy its competition, and to place the entire country at the mercy of a tele-graph monopoly. Was this "honest and intelligent" management? DIVIDENDS DECLARED.

DIVIDENDS DECLARED. The Central Branch of the Union Pa-cific company is controlled by the Union Pacific railway company, through the ownership of about 85 per cent of the stock that was unloaded on the consoli-dated company by Mr. Gould in 1880. As a part of the bargain made at that time. Mr. Gould insisted that the Contime. Mr. Gould insisted that the Cen-tral Branch should be leased to the Missouri Pacific company, which he then controlled. Mr. Adams entered into new agreements with Mr. Gould respecting the lease of the Central Branch, and the condition his company imposed upon Mr. Gould was that in consideration of the valuable traffic deivered to the Missouri Pacific company by the Central Branch company, Mr. Gould would not encroach upon the ter-ritory appropriated or claimed by the Union Pacific company in Kansas and Nebraska. In 1885 and 1886 the Central Branch, by the vote of the present ad-ministration of the Union Pacific Railway company, declared dividends amounting to \$159,000, and 85 per cent of that sum went into the coffers of the Union Pacific company, though no pro-vision had been made for the payment either of the first mortgage bonds of that company or the government claims, or for the overdue coupons of the first mortgage bonds, amounting to \$630,000, which are held in abeyance by trustees, and which may at any time, upon the default of the Central Branch, be used to foreclose on that property, thereby wiping out all of the government's claim for principal and ac-cumulated interest. Is this "honest and intelligent" management? RELEASING THE CREDIT MOBILIER. On March 31, 1886, additional releases and transfers were made by the Union Pacific company in connection with its relation to the Credit Mobilier transactions, thus raising addition bars against possible action by that company or by the government in its behalf to recover the moneys of which it was plundered. is that "honest and intelligent" management? Is that fair to the govern-

than \$1.60 It that "honest and intelligent" management? BUYING & WORTHLESS ROAD.

BUYING A WORTHLESS ROAD. The Leavenworth, Topeka & South-western railroad (46.30 miles), in the words of Mr. Adams, was a "bankrupt and irresponsible road that was lying around loose." So he arranged with the Atchison, Topeka & Sunta Fe railroad company that the two should buy it jointly to keep any other railroad company from getting hold of it. He says the road is of no importance to the Union Pacific, but the Union Pacific has nevertheless guaranteed \$690,000 of its bonds. Is that "honest and intelligent" management?

GOVERNMENT CLAIMS TO JUNIOR LINES. Under the present administration of the Union Pacific company no sinking fund has been provided for the first mortgage bonds of the company; and the policy of anticipating the payment of liens subordinate to the government, or of securing them in such manner as to make the government lien practi-cally subordinate to a fifth mortgage on the property has been steadily pursued. Under the present administration the policy of pooling all traffic has been fostered, and none of the elements of publicity, legality or responsibility for which Mr. Adams has eloquently con-tended in public were ever in-jected into the combinations as actually formed. Under the pres-ont administration the monopole ent administration the monopoly which the Union Pacific company pos-sessed has been strengthened; additional coal lands have been acquired by fraud, and quarrymen near Fort Collins, Colorado, have been driven away from their business. Is that "honest and in-telligent management? Under the present administration the policy of extortion, partiality and plunder, which has been practiced upon shippers and communities that were tributary to the Union Pacific lines, has been condoned on the ground of self-preservation. BANKRUPT.

If forced to operate its road in accordance with its obligations as a common carrier, and in accordance with the obligations imposed upon it by the laws of the United States, the Union Pacific Railway company would be unable to meet its interest obligations, and would, in short, be bankrupt. In the face of this evident fact, it is incomprehensible that any members of a government commission should assert that the present management of the Union Pacific is "honest and intelligent."

One Fact

Is worth a column of rhetoric, said an American statesman. It is a fact, established by the testimony of thousands of people, that Hood's Sarsaparilla does cure scrofula, salt rheum, and other diseases and affections arising from impure state or low condition of the blood. It also overcomes that tired feeling creates a good appetite, and gives strength to every part of the system-Try i,t

A Neat Thing in Robberies. New York Times: George W. Taylor, a clerk, was robbed of \$779at 2.45 o'clock yesterday afternoon in the presence of all the clerks in the Kings County Bank, at 12 Court street, Brooklyn. He had gone to the bank to deposit some \$2,500, and had two packages, one consisting of bill to the amount of \$1,700, while the other was a bag containing \$779 in gold and silver coin. He was standing on the line before the receiving teller's desk, when a woman who had come in after him dropped some small change on the marble floor. The pieces of silver rolled in every direction and young Taylor laid his bank book book and packages of money on the shelf while he stooped to assist in picking up the woman's change. While he was so engaged she hurriedly left the bank, and when Taylor rose to his feet he found that his bag of coin was missing. Leav-

to Wallula Junction, W, T., a stretch of 1,667.60 miles. The smallest regularly incorporated railroad in this country is said to be the New York Central, Hudson River & Fort Orange railroad, built for the purpose of carrying freight to and from the Fort Orange Paper com-pany's works. The main track is but 3,168 feet in length, and the rolling stock consists of a locomotive and one passenger coach. The road, however, has a full set of officers and board of directors, and issues a yearly official re-port. The gross earnings of the road amount to nearly \$3,000 a year; but all of this, except about \$20 or so, is consumed in paying the expenses of the

road. While two horses were being taken ncross the Muskegon river on a raft the

frail structure parted and left the ani-mals struggling in the water. One of them easily reached the shore, but the other swam to a high bluff, where it could not make a landing. Thereupon a dog sprung into the water, seized the horse's halter in its teeth and dragged the floundering beast to a spot where it could get out on the shore.

FULL WEIGHT

PURE

STOST PERFECT MADE

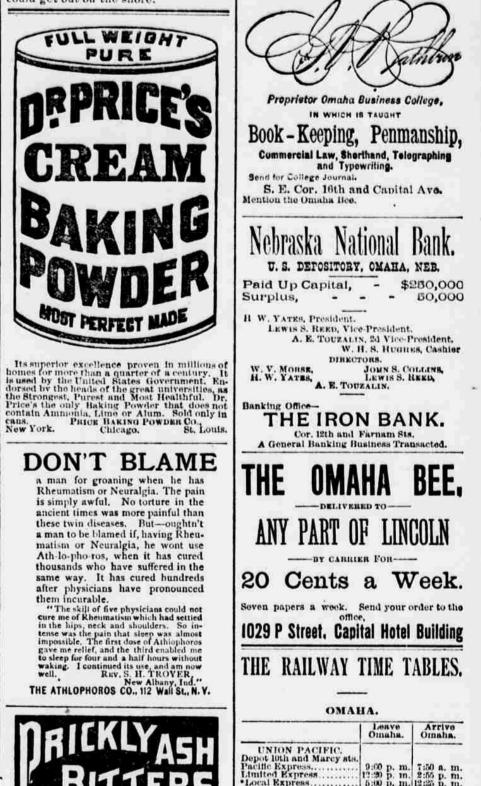
them incurable.



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DR. E. C. WEST'S NERVE AND BRAIN THEAT. NERT. & Cuaranteed specific for Hysteria, Dizzi-ness, Convulsions, Pita, Nervous Neuralgia Headache, Nervous Prostration caused by the use of alcohol of tobacco, Wakefalmess, Mental Depression, Softening of the Brain resulting in Insanity and leading to misery, decay and death, Premature Old Age, Barrenness, Loss of power in either sex, involuntary Losses and Spermat-orther acaused by over exection, of the brain self-sluse of over indulgence. Each box contains one month's treatment. H Oa box, or six boxes for 8.00, sent by mail propaid on roceipt of price. WE GUARAATER, SIX HOXES Tocure any case, With each order received by

To cure any case. With each order received by us for six boxes, accompanied with \$4.89, we will send the purchaser our written guarantee to re-fund the money if the treatment does not effect a cure. Guarantees issued only by C. F. GOOD-MAN, Druggist, Sole Agent, 1110 Farnam St., Omaha Neb



for Chicago. Mr. Hartman denied any intention of making any personal attacks in his re-marks, but still insisted that reform was

Mr. Barker spoke in his own behalf and compared his individual expenses with Mr. Hartman's, and cited the work done and the absolute necessity for ex-penditures. He stood by his board of managers in every particular. The re-sult of the ballot for president resulted: S. M. Barker 44, Eli A. Barnes 12, E. Melatyre 1. The remaining officers were quickly elected as follows: E. N. Grinnell, Fort Calhoun, first vice pres-ident; J. B. McDowell, Fairbury, second

nation. Their demand for exemption is made only, because they see that not every man in this country is willing to be their slave, and that there is not as much fun in handling the present board of transportation as there was in making fools of the former railroad commis-

But it is a demand so contrary to all our institutions and so disastrous in its consequences that no sensible man will admit it.

About the legal side of this question we shall give our views another time.

Old pill boxes are spread over the land by the thousands after having been emptied by suffering humanity. What a mass of sickening, disgusting medicine the poor stomach has to contend with. Too much strong medicine. Prickly Ash Bitters is rapidly and surely taking the place of all this class of drugs, and in curing all the ills aris-ing from a disordered condition of the liver, kidneys' stomach and bowels.

The performances of "Parsifal" at Baircuth have heretofore been marred by the bad intonation of the chime of bells used. Accordingly, when it was definitely arranged that "Parsifal"

should be done again next summer, Capelimeister Levi, the celebrated Wagnerian conductor, went to England rud ordered a new set at the Coventry foundry. The bells, when completed, were hung in the Technical college at South Kensington, where Levi and others carefully tested them. They then were taken to Beireuth, where they have just been tried, Mme. Wagner being enthusinstic over their sweetness and necuracy of pitch.

Ten large black bears were seen re-

cently at Weymouth Brook, three miles from Olean, N. Y. Dogs were sent after them, but the brutes killed one vice president; Lewis A. Kent, Minden, dog and broke the back of another, then pressurer; Robert W Furnas, Brown- took to the woods.

sented to the guarantee of the interest of the Oregon Short Line bonds and of the St. Joseph & Grand Island railroad bonds, with full knowledge of the direct prohibition of congress and of the criminal penalties that were involved in those transactions, he replied that the counsel of the company was the keeper of his conscience.

MARKING UP THE COST OF A ROAD. When his attention was called to mis representations that appeared in the accounts of adjunct companies, as published in the annual report of the Union Padific railway company, by which the cost of the Oregon Short Line was stated at \$23,000,000, whereas its real cost was \$15,000,000, he pleaded ignorance of bookkeeping. When his attention was directed to

improper expenditures that had occurred in connection with legislation in Kansas and Nebraska, he set up the plea that he was unable to supervise matters in the legal department of his company. RAILROAD METHODS TOO STRONG for the president. When his at-tention was called to the abuses of the rebate system, which cropped out in the examination of the allowance to the Omaha and Grant Smelting works (see pp. 1997, 1998, of testimony), amounting to \$570,000 in

five years, he declared that the railroad methods were too strong for him. When Senator Hill, of Colorado, and other shippers complained to him that they were denied the same rights that the Omaha and Grant Smelting Works obtained, he avoided discussion of the subject by referring the complainants to the general traffic manager of the road. PREACHING AND PRACTICE.

When his pet theory, "publicity," came in conflict with the temporary advantages of the company the president quietly smothered his own professions and allowed others to carry on, in secret, the vicious practices which he was publicly condemning.

When questioned concerning the pa-per cost as distinguished from the actual cost of the Union Pacific, he responded by asking (see testimony, p. 892); "Is there a road in the United States that has any different record?"

MISSTATING THE EARNINGS. Upon superseding Mr. Sidney Dillon he ordered that from the gross earnings of the company the sum of \$227,000 should be deducted to cover estimate of losses on the Colorado coal sales and Salt Lake City sales, so that, when the accounts with the government were adjusted, the gross earnings of the com-pany, through that single action, appeared to be \$227,000 less than they had been in reality, and the government, as a matter of course, lost its installment

of 25 per cent upon that sum. THE OREGON SHORT LINE. In building an extension of the Ore-gon Short line Mr. Adams entered into

a contract with one J. M. Eddy, by which Eddy was paid \$1,500 for the use of his name as a dummy. In considera-tion of that sum, and for the further consideration that the Union Pacific railway company would advance the funds for the performance of the contract, Eddy agreed to transfer to Charles Francis Adams, as trustee, the stock and bonds, amounting to \$40,000 per mile, which were to be issued on ac-count of that work. The actual cost of that extension was less than \$16,000

per mile, but by this juggery, in which Mr. Adams was a central figure, the property was capitalized at \$40,000 per mile-\$20,000 in bonds and \$20,000 in

ment?

CHEATING THE GOVERNMENT. In its dealings with the government the Union Pacific company has been in dulging in all sorts of pretexts to diminish the amount of its annual payments. It has contested the claim of the government to a percentage of the earnings of the Omaha bridge and of the Pullman palace cars which are run on the Union Pacific lines. It has made an improper distribution of earnings on the aided and unaided portions of the Kansas Pacific line. It has made its gross earnings appear less than they really were. It has paid out large sums to the Pacific Mail Steamship company to destroy the competition of the water routes. It has paid subsidies to the Northern Pacific company and to the Oregon Railway and Navigation company to keep those companies away from San Francisco and to give it a monopoly of certain traffic in Montana and Idaho. It has expended large sums to influence legislation in Nebraska, Kansas and Colorado. It has paid excessive amounts to carry bond elections in its favor in varicus counties and to defeat bond elections in favor of other companies in the western country. Are these evidences of "honest and intelligent" management?

SELLING UNPATENTED LAND.

The Union Pacific company has sold off about five million acres of land for which no applications for patents have been made to the general land office. It has prevented the collection of taxes on lands nominally owned by it, but really owned by settlers who purchased the properties. It gave its guaranty of in-terest payment to bonds of the St Joseph & Grand Island Railroad company,

ing the big package of bills on the shelf, he rushed out of the bank door after the woman, but she had disappeared. A carriage that a moment before had stood in front of the bank was being driven rapidly toward Fulton street and the next instant disappeared around the corner. The boy returned to the bank and reported his loss, but, although half dozen people were within as many feet of him, no one had seen the bag of gold vanish.

An investigation by Cashier Denton disclosed the fact that the woman had had a confederate in the person of a tall, dark man, with a heavy black beard, who entered the bank just after her and left it just before her exit. He was standing behind Taylor when the woman dropped her change, and walked rapidly out of the door as soon as young Taylor had stooped to the floor. This man was seen to enter the carriage waiting outside, but which did not drive off immediately. When it drove up to the door a few minutes before the porter had seen the man with the black beard leave it and enter the bank. Another man remained in the carriage. The woman had gone in a second before.

The Stewart Fortune.

Philadelphia Times: The fortune of A. T. Stewart, gained at the expense of no end of hard work and shrewd management, seems to bless no one. After the death of Mr. Stewart his widow was made miserable during the remainder of her life by the various efforts to get her money, including the stealing of her husband's body. The magnificent business built up by Mr. Stewart fell into decline and was finally wound up, and Mrs. Stewart died leaving the miland Mrs. Stewart died, leaving the millions to be fought over by greedy heirs. There are suits now pending, each of which seeks the invalidation of Mrs. Stewart's will. One is that of Prescost Hall Butler, who asks the partition of the real estate owned by Mrs. Stewart. The second is the suit of Mrs. Sarah M. Smith, a niece of Mrs. Stewart, who asks the removal of Judge Hilton as executor. The third in the list is that of Miss Rosalie Butler, a sister of Prescott Hall Butler, who asks for the revocation of the will on the ground that it was executed under undue influence and circumvention.

If Mr. Stewart could have foreseen the unseemly scramble of would-be heirs and others for the millions he piled up so laboriously, he would hardly have denied himself steep and necessary rest to accumulate money that would do so little good to anybody. Those who die leaving little behind them in this world have at least the consolation of know ing that lawyers and quarreling heirs will not engage in disgusting legal bat-tles over their savings. The history of the Stewart fortune might, if well considered, lessen the desire for the accumulation of great wealth, which often curses more than it blesses.

False Pretences.

Venders who by specious representa tions as to worthless articles for the teeth, induce the unsuspecting to use them fruitlessly or with positive injury to the enamel, should be punished. Buy SOZODONT only, escape their snares and beautify the teeth.

Longest and Shortest Railroads.

The longest railroad, including all divisions and branches, is the Chicago, per mile, but by this juggery, in which Mr. Adams was a central figure, the property was capitalized at \$40,000 per mile -\$20,000 in bonds and \$20,000 in stock—and the Union Pacific company was obliged to pay interest on \$20,000 per mile in bonds, though the actual cost of

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O GONTAN PRICE SENT Sent It has	AND	BURLINGTON ROUTE, Depot 10th and Mason sta. Chicago Express, Nos 2 & 1 Chicago Local. Denver Express. Denver Mail. California Mail. Kansas City Day Express. Kansas City Day Express.
CURES ALDISEASES OF THE LIVER KUDNEYS	BLOOD, LIVER, STOM- ACH, KIDNEYS, BOW- ELS, &c. It Purifies the Blood, Invigorates and Cleanses the System.	C. St. P. M. & O. Depot 15th and Webster st. Sloux City & Bl'k Hills Ex Bancroft Express. *Except Sunday. MISSOURI PATIFIC. Depot 15th and Webster st Day Express. Night Express. F. E. & M. V. R. R. Depot 15th and Webster st. Hastings & Bl'k Hills Pas Norfolk Passenger.
STOMACH BOWELS	It is purely a Medicine as its cathartic proper- ties forbids its use as a bovorage. It is pleas- ant to the taste, and as easily taken by child- ren as adults.	BUBURBAN Running between Counc In addition to the statio stop at Twentleth and and at the Summit in Oma Westwa
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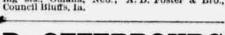
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PRICE DOLLAR

Or the Liouor Habit, Positively Curedb Administering Dr. Haines' Golden Specific.

ut It can be given in a cup of coffee or tea witho e-the knowledge of the person taking it; absolut dly harmless, and will effect a pormanent an espeedy cure, whether the patient is a moderat fdrinker or an alcoholic wreck. Thousands o drunkards have been made tomperate men who have taken Golden Specific in their coffee with-out their knowledge and to-day believe they duit drinking of their own free will. IT NÉVER FAILS. The system once impregnated with the Specific, it becomes an utter impossibility for the liquor appetite to exist. For sale by Kuhn & Co., 15th and Douglas sts. and 18th and Cum-ing sts., Omaha, Neb.; A. D. Foster & Bro., Council Bluffs, Ia.





W. J. GALBRAITH, Surgeon and Physician.

Office N. W Corner 14th and Douglas St. Office, telephone, 465; Residence telephone, 568.

The Sanden Electric Co. 169 LaSelic st., Chicago



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ATTIVE.
CHICAGO, ROCK ISLAND & PACIFIC.
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B No. 2
A No. 4 9:40 a. m. A No. 8
CHICAGO, BURLINGTON & QUINCY.
C No. 8
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C *No. 14 L2:20 p. m. C 4No. 7 6:20 p. m.
A No. 6
CHICAGO & NORTHWESTERN.
A No. 6
A *No. 8
A. No. 4
CHICAGO, MILWAUKEE & ST. PAUL.
A No. 2
A *No. 6 4:00 p. m. A No. 3
KANSAS CITY ST. JOE & COUNCIL BLUFFS.
A No.3
A No. 4
SIOUX CITY & PACIFIC,
A No. 10
A No. 13
OMAHA& ST. LOUIS.
A No. 8
A daily; B daily except Sat.; C daily except
Sun; D except Mon; Fast Mail; "Limited;
(Will probably change to 4:00 p. to before Keb 1.

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