

C. J. WEBER [Closing Sale, To Continue.

C. J. WEBER Will Stay A Few Days Longer

MISFORTUNES SOMETIMES are BLESSINGS in DISGUISE

An Accident has Prevented Mr. C. J. Weber

Coming to Omaha on March 1, to close up his

DRY GOODS STORE,

As he intended doing. This unfortunate circumstance will be a blessing to many of the citizens of Omaha.

AS THE GREAT SALE OF DRY GOODS, Will Be Continued for a Few Days Longer.

During this Sale there will be Absolutely no reserve. Domestics, Linens, White Goods, Notions, Black Goods, in fact everything in the store will be sold for about

50 Cents on the Dollar.

Gas Fixtures, Safe, Counters, Desks, and all other fixtures for sale at

114 South 15th Street, Next to the postoffice.

Greater Bargains Than Ever at C. J. WEBER'S

Greatest Sacrifice Sale of the Season AT C. J. WEBER'S

STANDEVEN A SALAMANDER.

Artistic Exposure in the Work of Inspecting Boilers.

DISCOVERING CRACKED SHELLS. Importance of the Work, the Opposition Encountered—Engineers' Certificates, and the Use of the Same Abroad.

A Day at a Boiler. Boiler Inspector Standeren kindly invited a reporter of THE BEE to accompany him on one of his official inspection tours a day or two since, the objective point being the Omaha & Grant smelting works, which, by the way, is next to the largest plant of the kind in the world.

In the machinery necessary to separate the precious and baser metals from their earthy surroundings in that establishment eight immense boilers are necessary, all of which are kept constantly in use except when undergoing inspection.

On arriving at the works, the inspector stripped himself of his outer garments.

"This is no dude's job," he remarked, noticing the reporter's surprise, "I can assure you, as you will see in a few minutes, and I have to attire myself accordingly."

He then commenced to envelop himself in a strange-looking garment of coarse cloth, similar in pattern to the suit worn by Paul Boynton in his aquatic exploits. It consisted of pantaloons, jacket and hood all in one garment. Thus clothed, as the inspector termed it, Mr. Standeren stepped before one of the boilers under which the fire had been extinguished only a few hours.

The first object to engage his attention was the tube in front of the boiler known as the water column, which he examined carefully and decided to be in proper condition. The reporter looked at it also but was at a loss to know how the inspector could tell whether it was right or wrong and turned to ask a question concerning it. But lo! the official had vanished as though by magic. A pair of boots was seen protruding from the furnace and a muffled voice about six feet inside revealed their owner and the whereabouts of the individual. After several raps on the surface of the boiler above him the muffled voice said:

"Here's a check that will bring me back inside of three months."

The examination of the mud drum followed. "This appendage," said the inspector, "is to catch all the sediment from the boiler. If it is not properly cared for, it will rust out and give away and a disastrous explosion will follow."

"What are the various causes of boiler explosions?" asked the reporter. "There are four things that will cause an explosion," said Mr. Standeren. "First, a weak and defective boiler may explode from overpressure; second, the safety valve often becomes corroded and refuses to work when maximum pressure is raised, and should the steam gauge be defective at the same time, they could raise an overpressure and that would burst the boiler; third, if water should be run in the boiler when the water falls below the crown or crown-sheet and the tubes or crown-sheet are overheated, an explosion is inevitable;

fourth, if the mud drum should become defective, then too often for an explosion, but the blowing up of a mud drum is not near as disastrous as that of the boiler proper."

The inspector then ascended a steep stairway leading to the top of the boiler and lifting the safety valve said: "Here's our next place," and he stepped on top of one of the boilers, which only a few hours before had been alive with heat. The covering to the manhole had been removed and a blast of air as hot as though it were fresh from Tartarus came rushing out. A thermometer held in it registered 145°. A moment later, to the astonishment of the reporter, Mr. Standeren was lowering himself into the cavity. Great in his fire sheet extending from one of his brows, but he pursued his investigations, earnestly looking for the slightest defect which, by being overlooked, might entail a frightful loss of life and property.

"How do you stand it in such an intensely hot place?" was asked. "Well, it is similar to taking a Turkish bath every day, but I find it very enervating. The worst thing is this hot water dripping on me, each drop feels like a knife-thrust."

"Well, why don't you have the company get the boiler cool enough for you to work in comfortably?"

"That would take too many hours and entail too great a loss on them. They have use for the boilers every minute, day and night."

In the course of his investigation Mr. Standeren discovered the slightest crack about one-eighth of an inch long, in the fire sheet extending from one of the edges of a rivet. Any person would easily have overlooked it, and the inspector would not have found it had not the "hammer test" revealed its presence. He quietly remarked that a new fire sheet was needed, and, without a word of expostulation, the engineer and his assistant proceeded to remove the old one. When questioned in regard to the delay this would entail, the engineer confidentially remarked that Mr. Standeren understood his business, and they were always glad to have him inspect their boilers. Later, the inspector was asked if everybody showed such a readiness to listen to his suggestions.

"We have no trouble with anybody but the owners of heating plants," said he. "Most of the men, who own tenement houses, are a lot of shysters, who do not care in what peril their tenants are as long as they can wring a dollar from them. Many a person who lives in these houses would never sleep a wink if he or she knew of the danger so near them. We used to have considerable trouble with other small plants, but the leading shops never give us any trouble, in fact the proprietors are always glad to see me come and often send for me."

"How many licensed engineers are there in the city?"

"There are about one hundred and fifty. Any man who runs a high pressure boiler, that is, over fifty pounds of steam, must have a license. The board of engineers has also licensed sixty experienced firemen. These firemen can conduct the heating apparatus in all public buildings, schools, churches, etc. The boilers used in heating private families are exempt from the law. There are about a dozen or fifteen low pressure boilers in the city and all are exempt."

"The inspection of boilers has been of incalculable benefit to the city. During the eighteen months I have been in office the number of boilers condemned

and destroyed has averaged about one a month. All of these would have exploded sooner or later, and it is hard to compute the terrific loss of life and damage to property they would have caused."

"I have had considerable trouble with inexperienced engineers, and since I came into office I have had the good fortune to run about one hundred of them out of the city. As there is no state inspection law, these fellows can go to other cities in the state and pass themselves off as first-class engineers. Many proprietors in neighboring cities feel the need of a state law and to a degree make up for it by refusing to hire an engineer unless he comes to Omaha and gets a certificate from us. Nearly all the leading plants in Council Bluffs are run by engineers holding our certificates, and the same is true of South Omaha. In fact, it is hard for an engineer to get a position in these places unless he holds one. Men have come here from Fremont, Blair, and even as far as Glenwood, Ia., to be examined for certificates. Many of them bring their certificates and hang them up in their boiler rooms. They are as proud of them as a college graduate is of his sheepskin, and they have a right to be."

"HONEY FOR THE LADIES. The finest of spring mantles are lined with watered silk. Gauze edges to very thick repperd ribbons are used, and then ran to a place about a block away, came back, repeated the performance, and at last induced Mr. Dingwall to go out and investigate. He found it man who had fallen and hurt himself so that he could not rise."

"A dog belonging to D. R. Dingwall, of Fair Haven, Conn., aroused the family about 11 o'clock one night recently by persistent barking and then ran to a place about a block away, came back, repeated the performance, and at last induced Mr. Dingwall to go out and investigate. He found it man who had fallen and hurt himself so that he could not rise."

"On the 10th of December last a straw stack on the farm of William Howe, in Douglas county, Illinois, tipped over, burying a number of sheep. His men dug the animals out the same day, but by accident they overlooked one, as was discovered this week, when the straw was removed to the mow. The buried sheep came forth after its confinement without food or water in good shape, and he gained freedom skipping off to join the flock as lively as if nothing had happened."

"The Danbury (Conn.) News says: 'Just twelve months ago, A. Mitchell, of Danbury, engineer on the passenger train that leaves here for the east at 7:30 a. m., on the New York and New England road, met with a singular accident about a mile and a half this side Sandy Hook. When running at full speed the tire on the hind driving wheel broke, crushing through the house and striking his right foot so severely as to lame him for some time. Last Saturday—just a year from that time—when his train reached the scene of the former accident, the tire on the same wheel broke, crushing through the house at the same place and laming him as severely as before.'"

"How much brain a pig possesses is a question which aroused a spirited discussion in Freehold, N. J., Friday. It was decided to sacrifice the most intelligent pig in the town and have its brain weighed. The animal selected was the property of Carson J. Emswiler, and it was a very fat specimen. It was a queer fact that the wisest pig in Freehold had no brain tissue at all."

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MONARCHS OF THE RAIL.

How Thomas J. Potter Treated Newspaper Reporters.

DICKINSON'S LARAMIE BONDS.

How He Secured Nearly Half a Million of Them Within a Few Days—The Alpine Tunnel Two Miles Above the Sea.

Potter and the Scribes. When the late Thomas J. Potter was called to the vice presidency of the Union Pacific, the members of the journalistic fraternity of Chicago, who were assigned to the "railroad run" flocked into his apartments in the Burlington headquarters at that place, each bent on "scooping" his rival on the features of the appointment. The great railroad man, as usual, received the reporters smilingly, but when he was questioned concerning the point at issue, he was as mum as the proverbial oyster. Determined to ascertain the facts, the scribes labored for two weeks, but without success. Finally, on the day Mr. Potter retired from the Burlington and was preparing to go to Boston to complete arrangements with the directors of the Union Pacific, he invited each reporter to the headquarters of the Burlington road. Of course, each scribe responded with the idea burning in his mind that he was about to be entrusted with a large consignment of exclusive news. But such was not the case, because when the hour of reception arrived every newspaper in Chicago was represented. Mr. Potter then welcomed the gentlemen into his office and unfolded the much desired information concerning the proposed change.

But Mr. Potter, unlike numerous railroad officials, whose place of abode is not over a thousand miles from THE BEE building, had always a kind word for a reporter, even if he did not have much news for him. When representatives of the press were making their daily rounds of the railway headquarters, the door to his office was always open, and the news-trainer had no occasion to carry around a tape factory in order to have certain rumors of importance substantiated or denied. Neither was he stopped by a self-important hiring and subjected to a microscopic examination. "Let the boys come in and, if I have nothing for them, I will fling them out—quick," was the instruction he gave to his clerk when speaking of admitting reporters. "I have found that the best way to deal with him is to give him the desired information and let him go away satisfied, because, if you don't, he will find it out anyway, and may find out something more, and the very thing that most demands secrecy," Potter's theory was that when an effort was made to keep certain matters out of the press, it failed to accomplish the desired end and resulted in taxing the reporter's ability to work so much harder.

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dat are enhr off you wait dis nigra to shave white folks. Gosh, off I keep dis sisen up fust ting dis nigra knows he will be gwine to de state prison. Got a fellah in de chair de odder day, de ole coach she took a jump juz az zi wuz scriabin de fellah's neck, yah' yah' and by gum I cum near cuttin' de white man's froat. Yes, boss, 'tain't safe far any nigra to twist de razor on dat train. The above is the opinion of Barber Singleton who presides over the Union Pacific system, crosses the main gate special, the banner train of the Union Pacific. The toilet car contains a full-reged barber shop, but if Singleton's version of the predicament in which a patron of that institution is placed when he sits down to have his chin shaved is true, it is thought the company will either have to discontinue the enterprise or connect it with a life insurance agency. However, the genial son of Ham is said to have an extensive patronage from the traveling public notwithstanding the danger resulting from sudden jerking or rocking of the coach.

It is only the Alpine tunnel, but it is the greatest altitude of any railroad channel in North America. The Alpine tunnel is a point where the Denver, South Park & Pacific, a branch of the Union Pacific system, crosses the main range of the Rockies. The tunnel is 182 miles west of Denver and its altitude is 11,596 feet above the level of the sea. The length of the tunnel is 1,845 feet, 48 feet of which is cut through solid rock. The grade is 211 feet to the mile, which, aside from a three mile road over the white mountains, is the steepest grade of any railroad in the world. It is said to have cost a million of money to build. The tunnel is now under construction, on one occasion, a man being killed and seven wounded by a premature explosion of a powder magazine. It has been stated that Marshall pass, on the Denver & Rio Grande was the highest point traversed by a railroad in North America but this has been retracted since the height of the latter was found upon measurement in 1885 to be several hundred feet lower.

A little episode happened in connection with the construction of the Cheyenne & Northern branch of the Union Pacific which illustrates the ability and ingenuity of a certain individual connected with the Union Pacific at the present time. There is a point on the road mentioned which was, and is now, known as the "fifty-mile post." The Union Pacific bond itself by contract with the commissioners of Laramie county, Wyoming, to complete the road from Cheyenne to that point by December 31, 1886, and in doing so Laramie county was, in return, to give the Union Pacific company \$100,000 in bonds. The contract was let and work was begun, but the contractors soon observed that they had a jonal on their hands, and after sinking all their available funds relinquished their job, and work was stopped. Then it was that a skeleton was found in the closet. The road must be completed to the given point upon the date specified or the \$100,000 would not be forthcoming. Ed Dickinson was then assistant general superintendent of the Union Pacific, and his record at that time was as enviable as it is at present. Mr. Callaway was general manager of the Union Pacific, and he called Dickinson in from his western post and asked him if he thought he could complete the road so as to correspond with the existing agreement. Dickinson responded in the affirmative, and, although the task promised to be a difficult one to perform, on December 4, Dickinson started for his field of labor, having twenty-seven days in which to construct

nearly fifty miles of road. He at once set to work with a large force of shovellers, and, during the period that intervened between the date of commencement and completion, there was some model shovel-wielding done, and on numerous occasions by Dickinson himself. The days rolled by and it was evident that the odds on either side could not be very large. On the night of December 30, as Mr. Callaway was whiling a favorite cigar in his palatial residence in Omaha, the door bell rang and, upon opening the door, the well-known official was confronted with a messenger boy, who handed him a telegram. He tore open the envelope and his eyes traced the following: "We have made a hard pull and are played out, but we drove the last spike to-night. Cheyenne has gone wild. Will see you in a few days."

The above explains itself. The road was completed, and on December 31 Dickinson took the county commissioners over it. The bonds were signed, and two days later Dickinson started for Omaha, arrived here, and laid down a package upon the general manager's desk. Mr. Callaway opened the package and found that it contained the much desired \$100,000 in bonds. Aside from being handicapped by a shortness of time, Dickinson on several occasions was almost driven from his post, together with his men, by blinding snow-storms.

EDUCATIONAL. Fifteen boys in the Pittsburg cooking school have taken prizes for efficiency in cooking. The students at Wesleyan are endeavoring to have the present system of examinations abolished. David Brown of Princeton has given Princeton college \$25,000 in addition to the \$50,000 which she gave a few months ago. Prof. Richard Heath Dancy of the State University of Indiana has been appointed adjunct professor of history at the University of Virginia. Rev. Albert Z. Gray, D. D., late rector of the Pacific coast man, died at the Leland hotel, Chicago, recently, after an illness of but a few days' duration. It is proposed to remove the University of the Pacific from San Jose, Cal., to San Francisco. President Hirst favors the change, and says an endowment of \$500,000 is needed. Preparations are now making for the new course in electrical engineering at Columbia. The nomination of a professor and assistants has been referred to Prof. Frowbridge, of the engineering department. The recent enlargement of the Harvard Museum of Comparative Zoology directs attention to the remarkable growth of this department of the university, under the direction of the present curator, Alexander Agassiz, L. D. Since Dr. Agassiz's appointment in 1874, the museum has been more rapidly enlarged than ever before. The annual catalogue of Smith college has just been issued. It shows 331 students in the regular collegiate department, including students, 5 resident graduates, 35 students in the music school, 21 in the art school and 5 resident graduates in their departments, a total of 425 students. The list of the faculty includes 25 names of professors, instructors and lecturers. Two new secret societies are soon to be started at Yale—one, a University society, will take its members from all depart ments; the other will be a local academic society, confined to the junior class, and connected with Psi Upsilon and Delta Kappa Epsilon which have recently limited their membership to twenty men. It is rumored that Kappa Alpha will be the University society.

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