

SPECIAL SALE OF MEN'S, YOUTH'S and CHILDREN'S CLOTHING

Thursday, Friday and Saturday, March 28th 29th and 30th, Only.

ONE PRICE CLOTHIERS COR. FARNAM & 13th

NOTICE—Upon Thursday, Friday and Saturday, March 28th, 29th and 30th, we will place upon our counters, a line of clothing of which we enumerate a few. These goods are all staple and regular, but sizes having been broken, and having discontinued sorting up on special lots, we have, for the occasion of this sale, marked them at prices which under other circumstances, would be ruinous. Those Who Come First, will find themselves most fortunate on account of choice of selections. We need say but little, as the goods will speak for themselves. NONE of these goods will be offered, or sold, before or after above mentioned days, at other than **REGULAR PRICES**; and for this reason, in justice to those who live at a distance, we announce this special sale, in order to give one and all ample time to be present, or send their orders by mail; such mail orders will have our Special Care, and all may rest confident that their wants will merit the same choice in selection, as though present in person.

MEN'S SUITS--SPECIAL!

- One-button, cutaway, brown stripe, Worsted Frock Suits, sizes 35 to 39, at.....\$2.50—JUST THINK OF THAT!
- One-button, cutaway, Blue Flannel Frock, sizes 35 to 40, at..... 2.75
- Light grey All Wool Frock Suits, sizes 36 to 38, at..... 3.00—ONLY A FEW OF THESE
- Light brown Plaid Sack Suits, sizes 36 and 42, at..... 4.00
- Dark blue mixed Frock Suits, sizes 36 to 38, at..... 4.25
- Scotch striped Sack Suits, sizes 35 to 40, at..... 5.75
- Black Broadcloth Frock Suits, sizes 36 to 38, at..... 6.00
- Grey Scotch Striped All Wool Sack Suits, sizes 35 to 42, at..... 6.75
- Black Striped All Wool Worsted Frock Suits, sizes 36 to 38, at..... 7.25
- Black Bird's-eye Worsted Frock Suits, sizes 35 to 38, at..... 7.25
- Dark All Wool Silk Mixture Frock Suits, sizes 36 to 38, at..... 7.25
- Brown Mixed All Wool Worsted 4-button Cutaways, flat braided, sizes 34 to 38, at..... 7.75
- All Wool Silk Mixed Cassimere Frock Suits, sizes 36 to 38, at..... 9.00—AND MANY OTHERS.

BOYS' SUITS---SPECIAL!

- !!! Light Brown Plaid Suits, sizes 15 to 17, at - - - \$2.00
- Plain Brown All Wool Cassimere Suits, at - - - 2.00
- Grey Mixed Cassimere Suits, dark plaids and stripes, worth from \$4.00 to \$8.00, all going at - - - 2.00
- A line of light and dark colored Cassimeres, sizes 14 to 17, at - - - 2.50

CHILD'S SUITS SPECIAL.

In this line we offer suits of which there are only one, two or three in a pattern left, at only fifty cents on the dollar of original cost.

LOOK AT THIS!!!

Striped and Mixed Cassimere Reversible Spring Overcoats At \$1.75; worth \$7.50.

We can show you an exceedingly handsome line of Spring Overcoats.

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ONE PRICE CLOTHIERS COR. FARNAM & 13th

THE SENATE READY TO QUIT

But Chooses Rather to Remain a Standing Menace to Fraud.

BOODLERS THREATEN DEADLOCK.

A Novel and Exceptional Situation in the Upper Branch of the State Legislature—State House Gossip

LINCOLN, Neb., March 23.—[Special to THE BEE.]—The senate has been in session one day longer than the house, and has improved the opportunity to take a rest. But that is not the only reason for the adjournment over Saturday. The senate has actually run out of work, and it knocked off until the house shall have sent over another pric to grind in the shape of the two general appropriation bills. And there is another reason. Several of the jobs in the house have threatened a deadlock on the appropriations if their demands are not granted, and the absent senators are at home arranging their affairs to stay there two weeks, if necessary, to defeat the unholly alliance in jobs. But the threat is not likely to be effective. The heroic stand of the senate has encouraged the friends of economy in the house, and quite a number of representatives will be glad of the chance to concur in the reductions and straighten their records.

The situation in the senate is exceptional and novel. It has only a dozen bills on general file. They are mostly remnants whose doom has been decreed, and their friends have not the heart to carry them on to their tragic fate. One is Cady's bill for a state inspection of the accounts of county treasurers. It was up in committee of the whole once and was about to be exiled into indefinite postponement, but Senator Nesbitt pleaded for mercy and out of senatorial courtesy a stay of execution was granted. Linn's bill to fix sleeping car fares at 1/4 cent per mile is similar to one or two others that have been strangled, and it would be a waste of time to disturb its slumber. A house bill making it unlawful for coal or lumber dealers to combine to regulate prices is covered by the Keckley anti trust bill, and the senate is not disposed to legislate for one or two lines of trade. These are samples of the measure whose fate is decreed. There are two bills introduced by Representative Berlin of Omaha left on the books, because no one has taken enough interest in them to call them up. One is a slight amendment in the law intended to require the comptroller of Omaha to go through the books of the treasurer of the school district at least once a month and make a report to the city council. The present law provides for only one report a year, unless the council calls for more, and it never does. "Our Dick" bill to protect the railroad men of Omaha, Plattsmouth and Nebraska City from the garnish sharks of the law is also on the books, and it is being friendly used to take it down.

The senate is ready to quit and go home, and, exclusive of the appropriations, can clean up its work in a day's time for final adjournment. One reason for adjournment was to give the committee time to rummage their pigeon holes for a few bills to keep the senate decently employed until the general appropriations are reached, which will not be before Wednesday. The two bills contain twenty-two pages, with over four hundred type-written pages, and will not be printed until Monday. The bills are being engrossed with all the changes made by the amendments, and the figures will have to be compared with great care. The house expects to have the bills ready to deliver to the senate Monday afternoon, which will make it impossible to reach a third reading before Wednesday.

reading, which will bring them up for discussion Wednesday morning. The house having checked the raid of the deputies and clerks, the salary bill will be disposed of in short order. It is believed the appropriations for the state departments and the state institutions will have been digested in conference so as to cause little delay on the floor of the senate. The fight will occur over the miscellaneous items and the claims of Boss Stout, ex-Governor Butler and Thomas Kennard. There has been an understanding that the senatorial alliance should not be insisted on when it came to the consideration of claims, and they are expected to cause a scattering among the lawyers. Senators Keckley and Sutherland have been the moving spirits in the concerted action for economy. The strong support of Senators Church Howe and Ransom came unasked and unexpected. It was gratefully received, but is an unknown quantity as to the claims.

The date of adjournment is uncertain. It is not known how long a discussion the claims will provoke in the senate, and it now seems probable that the appropriations will lead to the only conference committee of the session. An effort will be made to adjourn before next Saturday evening, but the senators will prepare to stay longer. Some of them have announced a determination to insist on adjournment in daylight to prevent the rowdiness and debauchery that marked the close of the last legislature.

House.
LINCOLN, Neb., March 23.—[Special to THE BEE.]—Johnson submitted a resolution, which was adopted, directing the commissioner of labor to embody in his forthcoming report a chapter on the culture of cane, beets and other sugar producing plants. The house went into committee of the whole for the consideration of house roll 360, a bill by Rayner providing for the submission of an amendment to the constitution increasing the number of supreme judges from three to five, and making the term ten years. Senate file 291, a bill of the same nature, but fixing the term at five years, on motion of Everett was substituted.

Rayner moved to increase the salary of district judges from \$2,000 to \$3,000, and of supreme judges from \$2,500 to \$3,500. Majors opposed the amendment. He did not think the people of the state would indorse this increase of salary at this time. Baker favored increasing the salaries. He thought that district judges are the poorest paid officers in the state. Rayner's amendment was adopted, and the bill reported back with a favorable recommendation.

The committee arose and Majors moved to strike out the amendment increasing the salaries, but it was lost 22 to 34. Some filibustering to prevent further action on the bill was indulged in, and pending a call of the house, a motion carried to adjourn until 12 o'clock Monday.

STORIES OF RAILROADERS.

A Pug's Hiding-Place Discovered and Its Owner's Disgrace.

RURAL PASSENGERS' TROUBLES.

Superstitions of Locomotive Engineers—Their Affection for Their Engines—Dave Wetherby's Experience With His Engine.

Railroad Gossip.
A prominent local railroad man who has just returned from Chicago furnishes some new features in connection with the official roster of the Union Pacific. He states that while in Chicago during a conversation with several railway officials of that city, one of them spoke up and said that he had but a few months before had a consultation with a Bostonian who said positively that Charles Francis Adams would be re-elected president of the Union Pacific at its annual stockholders-directors meeting, April 24. With reference to the unsettled condition of affairs at Omaha and the friction which is known to exist among local officials of the Union Pacific, it was said that the re-election of Mr. Adams amounted to Thomas L. Kimball's resignation. Mr. Kimball has since the advent of Mr. Adams held his high position in the councils of the Union Pacific. It is said, by sheer force of his superior attainments as a railroad manager, and against the prejudices of Adams and his friends. The prospect of Adams among the local officials here have done all they could to make it uncomfortable for Mr. Kimball, and some of them have gone out of their way to offer him open affronts. It is said that certain of these young officials have gone so far as to ask Mr. Kimball to name persons for good positions in the department, and to enter their names to appoint someone else whom they knew would be displeased to Mr. Kimball. It is said that should the Union Pacific by any possibility get into the control of the New York faction, Kimball would at once be put into a position which would be something more than a nominal chief clerkship, and that he would make such a scattering in certain circles as would make a score of men dizzy. This is furnished by an individual who claims that the statements are true. But as regards the resignation of Mr. Kimball, it is a matter of no secret that the backbone of the Union Pacific is vested in him.

Concerning the matter another official said: "The Union Pacific dare not release Mr. Kimball. There are three men connected with the Union Pacific that if taken away would throw the Union Pacific into bankruptcy. Who are they? Kimball, Melien and Dickinson. What would become of the Union Pacific if Melien and Kimball associated themselves with a competitive line? The result would be that the traffic of the Union Pacific would be prostrated. Then take Dickinson away and the Union Pacific is left without an operating man. Remember I am speaking of what I know to be the case. Mark my words, Adams associates a good man too well to stand back and allow him to go to a competitive line."

Sherman's March.
Hoyt Sherman, general agent of the Union Pacific at Salt Lake, has been asked to hand in his resignation, to take effect April 1. No other cause is assigned than that he is an appointee of the old regime. Mr. Sherman, who, by the way, is a capable railroad man, intends to enter into the banking business at Salt Lake, and is independent of the company's financial standpoint, having inherited a large fortune from a late brother. He is well known in Omaha, and is a nephew of General William T. Sherman.

How Hog Cholera Spreads.
Mr. J. A. Smy, of Colo, Ia., suggests three four ways in which hog cholera is spread that prove worthy of special notice. These are, drinking the water of streams that flow through infected farms; visiting herds of diseased hogs by the farmer whose stock is yet healthy; to see what is the matter, and carrying the disease home on his boots; hauling dead hogs out on the public highway; allowing sick hogs to wander away from the premises, and allowing hogs to have access to surface water.

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passenger train, and approaching the depot-master with a coquetish smile inquired if he could not get a ticket for the depot. Finally, as he enjoyed a trip along side his fair mistress in the passenger coach. The d. m. informed him that that was outside his jurisdiction, but that ironical rules demanded a negative reply. In vain she endeavored to soften the heart of the official, but the "no madam" was all the satisfaction she got. Finally, as the train pulled into the depot the passenger entered one of the coaches, but the engine had disappeared. The conductor was notified of the matter, and passing through the coach he observed an abnormal development of a bosom, and throwing open the lady's cloak discovered puggy in an inverted position, resting at ease. Being again informed that dogs were not entitled to transportation in a first class coach, she took the piece of parchment from her purse that entitled her to transportation to Valley and tearing it up, left the train in disgust. The line must be drawn somewhere, and no discrimination is made in favor of Mr. Pug.

There are times when patience ceases to be a virtue, and in the infinite array of the past this has been demonstrated to chief Baggage-master Traynor at the Union Pacific. Not a day passes but that some passenger check is cast out of ten rustic ambassador—some truck of some piece of baggage, and then there is trouble. The railroads are distinct from every other class of travelers at the starting point he checks his baggage because he sees somebody else do it. He receives a duplicate check, but he seldom knows for what purpose, and when at his destination, if in a large city, he emerges from the train, goes to a hotel, and is disappointed if his baggage is not there ahead of him. Being instructed where to go he goes. He has his check, but he fails to realize why it is given him, and often loses it, together with the baggage. This is a common matter, which Baggage-master Traynor has to contend almost daily. If they have lost the check they wait their baggage anyway, and insist that they be given an opportunity to go through the building and find their chattels. This system was once tolerated, but soon became the hobby of the kid-gloved confidence man, and to such an extent was it abused that rules were formulated to the contrary. But the boys say that if you hand over your check, even if it be a needle done up in tissue paper, Traynor will produce the collateral with as much regularity as though it called for a set of harness.

Locomotive engineers are, as a rule, very much attached to their respective locomotives and each one is actually confident that he is at the throttle of the fastest and most reliable wheeler on the road. They look upon their ponderous pieces of machinery as being part human and it is said that some engineers take their machine as they would to a faithful steed. But if you want to hold an executive session with an engineer just intimate that his machine is a creeper or lagger, which is in the railway parlance for slow engine. He will fight right then and there. You may abuse him but you must not invade the sanctity of his cab. Men on regular runs are given an engine. When they rest the engine rests also. When they are on the road so is their wheeler, and when the latter is laid up for repairs in the shops the engine is returned to the depot. This is railway etiquette and is strictly adhered to. But as to fast wheelers Engineer Johnson, who rests at the throttle of 67 of the Union Pacific, is recognized as having the fastest propeller on the road. It was he who made the first division initial trip with the Golden Gate special, and when he was beat, thundered along the track sixty miles per hour and arrived at North Platte on time. Some of the engineers say that Johnson will have his engine re-voiled with a photograph before he quits, so that he can converse with it. It is not understood whether he will have his engine re-voiled one of his trips, to mount at the station and gaze at the panting monster with an eye of admiration. Then there is Charley Sweeney, who regulates the throttle on 774. He almost worships his "iron horse." Sweeney has made good time with his machine on several occasions having measured track close onto sixty miles per hour. He states that he always feels contented when in the cab of 774, and has rounded many a curve at a rate of speed that with another engine he would have had an inclination to desert his post, but with his faithful wheeler he never entertains a danger of track jumping or disarrangement of machinery.

When Dave Wetherby was pulling a passenger train on the Union Pacific," said a well known engineer, "he always claimed that his engine foreshadowed danger. If an open whiver, he declared that the engine would shiver as would a person with a chill, and if not a clear track be maintained that his engine foreshadowed this by slightly slackening up of its own accord. Queer wasn't it? But Dave Wetherby always maintained that he was sincere. Of course railway men, and especially engineers with a continued strain on their minds are addicted to superstition more or less and Dave was no exception in several cases, however, his superstitious indications averted a wreck, but his continually being on the alert for accidents had a great deal to do with it. Two weeks before Dave quit the road his fireman told me that he was restless all the time on the road, and on two different occasions, shortly after starting out, stated that his old girl was kicking up in the traces and a wreck was certain. This was kept up, and finally Wetherby asked for a vacation, and he needed it, for in his bed or at his post he foresaw danger. Well, sir, the very next day his old machine was smashed into scrap iron just a trifle out from Lincoln. Did you know Cotterell, a fellow with one arm and one leg gone, that used to flag here about nine years ago? He was on that engine and came near being killed. The fireman escaped by jumping, and the accident was a front end collision with an east-bound freight. Wetherby's superstition, you see, was not altogether unfounded. At any rate he never returned to his work, and if I am not mistaken he is in business at Hastings or some of those towns out on the line."

LINCOLN NEWS AND NOTES.

Another Child Plays With the Fire With the Usual Result.

A PAINTER SERIOUSLY INJURED.

Convicts Provide a Royal Entertainment For a Committee From the House—General and Personal Gossip.

LINCOLN BUREAU OF THE OMAHA BEE, 1029 P STREET.
LINCOLN, March 23.—News was received at noon to-day that the eleven-year-old daughter of a Mr. Sells, who lives on the corner of Twenty-third and D streets, was terribly burned while playing around an outdoor fire, near the home of her parents. In some unknown way her clothes caught fire, and before help could reach her she was so terribly burned about the body and limbs that her recovery is a matter of very grave doubt.

Print Latham also met with a very painful accident. He was at work painting on the B. & M. water tank near the corner of L and Tenth streets. Just before noon an engine rounded the curve and struck his ladder, which was resting too near the track, and threw him to the ground, a distance of nearly twenty feet, badly bruising him, but not necessarily fatally. Latham lives at Plattsmouth, and he was removed there this evening.

At the Penitentiary.
Mr. William Dorgan entertained the penitentiary committee of the house to-day, and also some of Representative Dampster's friends of Fillmore county. Among the guests were his charming daughter and Prof. Chapin, of the Geneva high school. At noon a splendid dinner was served at the pen by the convict cooks and waiters, and the guests were unanimous in pronouncing the dinner equal to any served by Lincoln's caterers during the winter. The management is certainly all that the state can ask, at least as it appears on the surface, and this verdict seems to be popular both in and out of legislative circles. Warden Hopkins is considered the right man in the right place. Billy Dorgan, superintendent of the convict labor, quietly minds his own business and is always ready to give an account of his stewardship, which proves acceptable in all quarters.

City News and Notes.
Rev. Minehart will hold forth at Bohannon's hall to-morrow morning at 11 o'clock, and also in the evening. Friends are respectfully invited to attend his preaching services.
City politics are warming up with a vengeance. There will be four tickets in the field, and there are a score or more aspirants for alderman of the various wards. The municipal election will be the most exciting Lincoln has ever known. The fight for the majority will be without a precedent.
Archie Brooks recovered \$750 from the Lincoln street railway company. The jury returned a verdict in the case yesterday afternoon.
Wished He Was Adam.
New York World: Willie (after receiving a severe reprimand from his father—Pa, I wish I was Adam.
Mr. B.—And who do you wish that, my son?
"Cause he had no daddy to lick 'im."

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A Modern Woman.
New York World.
She's not more than three and twenty. She has lovers by the plenty. And her style is very English, don't yer know?
Her mind is full of Browning. While her voice is really charming. When she recites "The Raven" from Edgar Allan Poe.
Her views iconoclastic. Make her conscience quite elastic. Wherever to discourse on the "Thousand of the That."
She describes the one grand passion. A la Mademoiselle Rives fashion. And writes poetry like a Swinburne, quite as pat.
Her mental ruminations. Cogitations and gyrations. She disserts in most melodious voice: In a language most emphatic. A trifle emblematic. Of a time when morals, like the people, weren't so choiced.

She is versed on law and Latin. Can paint on silk and satin. And knows all the "logics underneath the sun."
She can make a pate de fois gras. And quote to you from Gil Blas. With deftness and preciseness, both in one.
She read "Robert Elsmere" lately. And now says, quite sedately. There is no "Sweet Ulysses" when our rascal is run.
Ah! individuality. With intellectualty. Proves in veritas the modern woman's com.

A Remedy For Cattle Bots.
Prof. Lawrence Branner, entomologist at the Nebraska State university, gives the following receipt in the Western Stockman for warbles or the skin bot in cattle:
"After an opening has been effected by the grub the application of a few drops of kerosene or dilute carbolic acid, or the plentiful smearing of the part infested with any kind of soft grease will kill the intruder. Turpentine will also have a like effect. In lieu of these the grub can be ejected by pressure and destroyed. The application of these lotions when the eggs are first laid, and before the young grubs are hatched or have effected an entrance, will also usually be an effectual remedy. Later in winter and before the sores open, it is a difficult matter to reach them, for anything of sufficient penetrating power if applied would also injure the animal."

England Demands an Indemnity.
LONDON, March 23.—England has demanded of Morocco £50,000 indemnity for the massacre and pillage at Melkenz factory at Cape Nuby in 1893.
An Epidemic of Cholera.
LONDON, March 23.—Cholera has broken out at Zennanos, in the Philippine islands. There have been 500 deaths so far.