

THE CITY.

The wind attained a velocity of fifty miles an hour last night.

Dr. Miller is trying to induce the cable company to extend a line to Seymour park.

The Loyal Legion held its regular monthly business meeting at the Millard last night.

The building inspector issued 232 permits during the month of March for buildings valued at \$400,134.

Harry Allen the alleged confidence man was discharged by Judge Berk by a police court yesterday afternoon.

The trial of William and Dora Nelson charged with the larceny of a set of harness from John Hansen will be heard to-day.

The Commercial bank of Essex, yesterday brought suit against W. H. Gates et al to recover \$575 on a promissory note.

The striking workmen on the waterworks have gone back to work but are still dissatisfied and liable to walk out at any time.

An open meeting of the K. of L. assembly will be held to-morrow night at the hall on Douglas street between Thirteenth and Fourteenth.

Mrs. Gracemary living on Cuming street, swore out a warrant in police court yesterday for the arrest of her neighbor, Mrs. Turner, for indulging in profanity.

A fire in a lot of brush on Cuming near Thirty-first street, threatened to do damage to property adjacent Tuesday morning on account of the prevailing high winds. Hose company No. 1 was called out.

County Superintendent of Instruction Bruner has notified the district school officers of the importance of filing the school census reports for the districts before April 10. The reports will be filed with him.

Rev. P. S. Henson, of Chicago, will deliver a lecture on "Fools" at the First Baptist church, Fifteenth and Davenport streets, to-morrow night, for the benefit of the Omaha Baptist missionary union.

B. H. Wandell was fined \$20 and costs yesterday by Judge Berk for bilking four young men from Holdredge out of \$2 each under pretense of furnishing them employment as graders on an invisible street contract.

License Inspector Turnbull states that hereafter all keepers of billiard and pool rooms will be required to pay license in accordance with the requirements of a city ordinance that will be enforced at late years.

Tuesday was a bad day for prairie fires. Two hundred acres at Oakdale twenty-six cattle were burned up by them, while at Norfolk Junction the citizens turned out en masse to fight the flames and save their homes.

A trolley, or overhead arm of one of the electric motor cars caught on a cross wire yesterday morning on Douglas street, near the Millard, and was broken off, and the car had to wait and be pulled home by the next one.

Frank Casey, jailed yesterday as a suspicious character, has been identified by Sergeant Ormsby as Charles Baxter, an old time crook, who is wanted for the burglary of General John M. Thurston's house about a year ago.

PERSONAL PARAGRAPHS.

W. J. Jordan, Iowa City, is at the Paxton. Albert Davis, of Boston, is at the Murray. Fred Specht, Jr., New York, is at the Paxton.

W. T. Belding, Sioux City, is a Millard guest.

R. W. Cobo, Audubon, is a Paxton house guest.

E. J. Darling, Sedalia, Mo., is at the Murray.

George R. Cotton, of Denver, is at the Murray.

L. W. Goldberg, Philadelphia, is at the Murray.

W. L. Wilson, of Nebraska City, is at the Murray.

W. H. Beck, Washington, D. C., is a Murray guest.

A. R. Talbot, of Lincoln, is registered at the Paxton.

D. Kilpatrick, of Beatrice, is registered at the Paxton.

Clutter, of Weeping Water, was in the city yesterday.

Rev. J. M. French, of Cleveland, who has accepted a call to the First Presbyterian church of this city, will arrive in Omaha some time this week. He will preach his first sermon on Sunday.

At the Barber, P. H. Stewton, Davison; M. J. Willis, wife, Ponca; W. W. Griggs, Lincoln; H. V. Holder, Fremont; E. Durr, Creston; J. E. Colby, Chicago; Oscar Wineberg, Milwaukee.

Colonel M. S. Hall is one of the early contractors of the Union Pacific railway, and member of the prominent contractor and member of the V. D. Dyke, and company. He returned from Eldora Springs, Mo. Through the efficacy of the iron waters of these springs the colonel has fully recovered from an attack of rheumatism.

DANGEROUS RUBBISH.

On account of the danger to property from burning brush in the vicinity of the Thirtieth and Pinehurst streets, the mayor yesterday directed that the street force be used in cutting and removing the weeds and brush in the dangerous localities.

Horsford's Acid Phosphate,

The Best Tonic
known, furnishing sustenance to both brain and body.

Death of Mrs. Casey.

The wife of Peter Casey, one of the city mail carriers, died at her home at 1109 Jackson street yesterday morning. The deceased was but twenty years of age, and was a daughter of Mr. McGuiken, one of the oldest residents of this county. Mr. Casey's many friends will sympathize with him in his bereavement.

The delicious fragrance, refreshing coolness and soft beauty imparted to the skin by Pozzoni's Powder commands it to all ladies.

MORTUARY.

The funeral exercises over the body of the late G. F. Gyger occur at 3 p. m. Thursday at his late residence, 1316 South Twenty-eighth. The remains will be shipped to Plattsmouth for interment. Mr. Gyger is the father of William Gyger, one of the well known members of the firm of Dewey & Stone.

A New Train.

The connecting link between Nebraska and Kansas has just been placed in service by the Union Pacific railway. This train leaves Council Bluffs daily at 1:45 a. m.; leaves Omaha at 5:05 a. m., and runs through without change to Manhattan, Kan., making direct connections there with the Kansas division of the Union Pacific railway for Topeka, in Kansas and Colorado westbound, and for Topeka, Lawrence, Kansas City and points east and south via Kansas City. Returning train leaves Manhattan at 2:25 p. m.; arriving at Beatrice at 6:25 p. m.; Lincoln at 7:50 p. m., and Omaha at 11:30 p. m. Council Bluffs 11:40 p. m., making direct connection with Kansas division trains from Kansas City, Lawrence, Topeka and the east, and from Denver, Salina, Abeline and all points west, enabling passengers to visit the principal points in Kansas and Nebraska in the shortest possible time. These trains have fine class equipment, consisting of smoking cars and first-class day coaches of the latest pattern. The new train will fill a long felt want, and is bound to be popular.

MYERS TO RYAN & WALSH.
A Rehash Letter of the Architect on an Old Subject.

Architect Myers again disappointed the board of county commissioners yesterday by failing to put in his appearance according to agreement.

The board met as a committee on construction to receive Mr. Myers. Commissioner O'Keefe snuffed the fay from afar and the entire board was disengaged as Myers came not, but, in his stead, the following telegram, dated at Detroit yesterday:

"To the Honorable County Clerk, Omaha, Neb.: 'Father takes ill Sunday. Physical refuses to allow him to start before tomorrow. Inform commissioners. Yours very truly, George C. Myers.'

Mr. O'Keefe or somebody else murmured "cheatshuts," and Turner said "he would be turned if he would monkey around any longer," and declared that he was going into the country to look after a bridge that needed repair. He said that he had been watching the Biecher trial and Anderson didn't care whether school kept or not. Corrigan hadn't recovered from the effects of the election in South Omaha and wasn't present. The board voted to have him informally decided, without coming to order, that they would give Myers one more chance and would again assemble to-morrow morning to meet that decision.

The clerk of the board, yesterday received two communication from Myers & Son. One was a duplicate of a letter written by the latter to Ryan & Walsh in reference to the brick arches in the county hospital, concerning which there has been so much dispute. The letter stated that the plan to place the specification the arches were to be built by Ryan & Walsh and that the work must be done by them as soon as the weather will permit. The letter also stated the wall on one end of the building which had been sprung by the wrong turning of the arch, would have to be either straightened or replaced.

The other communication was addressed to the commissioners themselves and was couched in most emphatic language. The writer said that the numerous objections made, showed rather a desire upon the part of certain persons not mentioned to evade the provisions of the contract. Further that the question as to the propriety of the contract had been raised, and that the letter was to be given to the contractors to enable them to take steps to meet the demands. Article 1, they assert, has not been lived up to. Article 7, which provides that in case of dispute a decision shall be based only upon the requirement that all materials and workmanship be good, has not been abided by. There are too many instances, the letter said, in which this has not been done in the work already accomplished, and there will now be no excuse for it. They demand that the contractors be compelled to make good on all actual expenses of painting, the outer walls and the buildings the works in order to give the buildings that appearance which would have naturally resulted from the character of work and materials specified. In a subsequent letter the commissioners said that they have a letter from the contractors that the contract does not admit of. There was an evident desire upon the part of the contractors to evade duty in the brick arches required. It is of the utmost importance that these be put in at once and for it to be done by the contractors. The commissioners to notify Ryan and Walsh that all payments will be stopped until the work is done. They say that the contract provides that the building shall not be accepted until completed according to the specifications, and that all defective work must be corrected.

They go further and declare that the terms of the contract have been so violated as to leave the world subject to the destruction of the entire arches, which have resulted in permanent injury to the building. The original intention of changing the roof and other parts of the work, they declare, was for the benefit of the contractors and sub-contractors, and should be severely condemned. In the future, they say, they shall insist upon the subcontractor fulfilling his duties. In the future the assumption by him of certain unnecessary ones must cease. The work is now in such a condition that they think the architects should visit it once every month until it is completed.

They close by saying that they only ask the confidence of the board to finish the building according to contract.

This communication is signed by E. E. Meyers and George W. Meyers.

Lost—"I don't know where, I can't tell when, I don't see how—something of great value to me, and for the return of which I shall be truly thankful, viz.: a good appetite."

Found—"Health and strength, pure blood, an appetite like a wolf, regular digestion, all by taking that popular and peculiar medicine, Hood's Sarsaparilla. I want everybody to try it this season." That tray he was in bad company and was given thirty days in the county jail, six on bread and water.

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TO CROSS THE TRACKS.
The Consolidated Company Will Try Hard to Do This.

Frank Murphy and W. T. Morse, of the new consolidated Omaha Street Railway company, were at Union Pacific headquarters yesterday in consultation with General Manager Kimball concerning the matter of crossing the Union Pacific tracks. Mr. Kimball informed them that his company could not allow them to cross the street in which is a point below the Union Pacific depot and the proposed site for the union depot. They also stated that they had not had that matter in view; that their plans now were to obtain a franchise crossing the Eleventh street viaduct, but in case of a viaduct across the Tenth street they wanted the privilege of crossing the latter structure. They were assured that their demand would be considered.

The street railway projectors announced that their intentions are to build a line across the Eleventh street viaduct, running eastward on Main street to Seventh street, which is a point below the Union Pacific depot and the proposed site for the union depot. They also stated that they had not had that matter in view; that their plans now were to obtain a franchise crossing the Eleventh street viaduct, but in case of a viaduct across the Tenth street they wanted the privilege of crossing the latter structure. They were assured that their demand would be considered.

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