DUNDEE PLACE,

Be careful; make no mistake. See Dundee Place, before you select a home. Ask anyone who lives there, or who has bought ground there, about it. Dundee Place is in the Western part of this city, on the hills, less than 15 minutes ride from the postoffice.

If you desire to put your money in a home, the place to buy is in Dundee Place.

Many desirable homes are now built, others are building and a number of new ones will be started this week. Why pay rent when you can buy on such terms as we offer? One-third of the price of the ground cash, and a loan sufficient to put up a building.

Remember there are no city taxes; no assessments to pay at Dundee Place, as every improvement is provided and residents there will soon have all the advantages found in Omaha.

The ground is now selling for \$25 per front foot. No less than 100 feet sold. Every house must be built 25 feet back from the street line. No house to cost less than \$2,500. No liquor will ever be sold in the limits of Dundee Place. No stores except on one street designed expressly for that purpose, for neighborhood business.

Call any day and go out to Dundee Place, and you will see the most beautiful site for homes and the best property for Investment. Terms to purchasers of ground, One-third cash, balance 1, 2 and 3 years.

The Patrick Land Company,

SOLE OWNERS OF DUNDEE PLACE,

Room 25 Chamber of Commerce.

W. H. CRAIG, President.

N. D. ALLEN, Vice-President.

W. K. KURTZ, General Manager

THE BURDEN OF THEIR STORY.

Henry Villard Tells Row He Saved the Oregon Transcontinential From Failure-Other Railway News.

Agent Nash Protests. "Speaking for the Milwaukee road," said Mr. F. A. Nash, general agent, "I say there is no truth in the statement that the stockyards at South Omaha are discriminated against by our line. Shippers over our road in Iowa are furnished facilities in the way of cars and the handling of their stock regardless of the destination of their shipments

being South Omaha or Chicago. "As a matter of fact, it is not to the interest of the Chicago, Milwaukee & St. Paul railway haul to Chicago as against South Omaha under the present application of Iowa

"Neither has any stock been delayed on our tracks before reaching the transfer. The failure of the arrangement to bring stock to Council Bluffs so that it could be sent to South Omsha in one solid train, and get the reduced bridge rate, was due to the fact that shippers in Iowa did not wish to arrive at the stockyards in the evening, compelling them to remain over night at that place and causing additional expense.

"Then, after penetrating a certain distance in Iowa, South Omaha comes into competition with the packing points of Sioux City and Cedar Rapids, which prevents control of stock from those localities except under very favorable circumstances. "It is a matter of record that the Chicago, Milwaukee & St. Paul Railway company has

for the past five years, at the peril of great interests, fought the battle of the packers of South Omaha in connection with its Hammond contract, and has done more to build all the other interests combined. This com-pany is equally interested with the packers in fostering and increasing the present busi-ness of the yards, and the charge that South Omaha is being discriminated against by the Chicago, Milwaukee & St. Paul Railway

Chicago, Milwaukee & St. Paul Railway company is extremely unjust.

"I think this is true of the other Iowa lines. There need be no fear of serious discrimination on the part of the lowa lines against South Omaha as long as the situation remains as it is at present. Both the Rock Island and Milwaukee roads have no extensions in this section west of the Missouri river, and it is clearly to their interest to concentrate stock business at South to concentrate stock business at South Omaha, forcing the other lines to a similar

"The management of the stockyards has been as good as could be expected under the circumsances. The difficulty has been that the business has grown beyond expectations, and that it was almost impossible to keep pace in facilities with its growth."

W. N. Habcock, general agent of the Northwestern, said: "I do not think that any of the live stock shippers can complain of our road in the matter of reaching South Omaha. We have made special train ar-rangements taking in 160 miles of our terri tory east of the river in order to accommodate live stock shipments to South Omaha. We have a deeper interest in the development of South Omaha live stock traffic than any other, as South Omaha is a local port. I think much of what has been said is un-warranted."

Speaking on this subject, S. S. Stevens, of the Rock Island, said: "We do not discrim-inate against South Omaha for the purpose of getting a long haul to Chicago. The fact is that the shipments to South Omaha are so light that neither we nor any of the roads have regular live stock trains to that point, and we have to bring the shipments in a few cars at a time. Should the South Omaha traffic warrant special live stock trains we would be glad to accommodate the demand." An attache of the general freight office of

We have no feeling in the matter and we furnish cars to the shipper no matter to what point he is desirous of shipping his stock."

The main point in the deal, the Iowa lines claim, is in the Union Pacific charging \$6 per car for hauling from Council Bluffs to South Omaha, a distance of about six miles. To this General Traffic Manager Mellen of the Union Pacific, when questioned said: "We charge \$6 per car because we receive the cars, one at a time or perhaps two or three. As soon as a car of live stock arrives we haue to take an engine and haul it to South Omaba, which makes fourteen miles of mileage to a trip. We do not make any money, so to speak, on this. If the Iowa lines would run in so as to bring the stock to Council Bluffs at a specified time and all be put into one train we could transport the cars across the bridge and to South Omaha at a much less charge, and we would be glad to reduce our rate if the Iowa lines would only do this. As it is they bring in a few cars at a time and the rate we charge barely covers cost of

The Rock Island. S. S. Stevens, general agent of the Rock Island at this place, stated that to the best of his knowledge there was no truth in the report that the Rock Island was about to lease the Union Pacific line from Omaha, to Beatrice. The Rock Island reaches Beatrice and it is is thought anticipates the construction of a line from that point to Lincoln, but Mr. Stevens stated that owing to the decrease in traffic he was of the opinion that the road would do but little track building this year. However, the opinion is that in case the Rock Island enters the union depot project here it will effect a lease of the Union Pacific between Omaha and Beatrice, and build from that point to Lincoln. This movement has already been considered in a conterence be tween the Rock Island and Union Pacific of-

Union Pac fic Stations. Assistant General Manager Dickinson, of the Union Pacific, has issued a circular announcing the appointment of D. M. Collins general agent at Sioux City, and the opening of the following stations on the Union Pa cific run between Lincoln and Sioux City Bellwood, Hope Siding, Hoskins, Winside, Wayne, Wakefield, Emerson, Simons Siding, Hubbard, Coburn Junction, Dakota City, Covington and Sioux City. The trains commenced running on the line yesterday.

Railroad Notes. Assistant General Manager Dickinson and Superintendent Resseguie, of the Union Pa cific, will leave to day for a trip of it spection of the system east of Cheyenne. The Union Pacific has received four new en gines from the Providence locomotive works Assistant Yardmaster Heltzer, of the Union Pacific, who was struck by an engine in the yards at this place and severely in-jured, about four months ago, resumed work

HENRY VILLARD'S FIGHT.

The Financier Talks of Oregon Trans continental Affairs. NEW YORK, May 20 .- Special Telegram to The Bee . - In a talk with a reporter today, regarding the Oregon Transconti-

nental affairs, Henry Villard said:

"In the last days of August, 1887, Elijah Smith and several other directors of the Oregon Transcontinental company, and a prominent Boston banker suddenly appeared in my office one Friday afternoon They informed me in a great state of excitement that Elijah Smith needed money badly and that several millions of call loans due by the Oregon Transcontinental company were being called right and left; that every effort had been made to respond to the calls but that the company was not able to raise another dollar and that unless it had immediate relief it would be obliged to go to the

"The danger was represented to be so grave

ately the presidency of the Oregon Trans-& Navigation company and the Orego provement company in my favor, and to place all proxies he and his friends had gathered of the Northern Pacific company for the impending election three weeks later unconditionally, in my hands, Smith had sold \$4,000,000 of the Oregon Railway & Navigation company's 5 per cent consoli-dated mortgage bonds to a prominent banking firm, and had taken a personal interest with them. The banking firm was given a certain time to take them up and pay for them, but

> owing to the high rate for money.
> "I was told that \$5,000,000 immediate cash was needed to save the company and to pre vent a panic in Wall street, which the most experienced bankers thought would surely take place if the company became bankrupt I made the strongest possible appeal to my foreign friends, and within forty-eight hours I was furnished with \$5,000,000 actual cash by cable transfers. This enabled me to place sufficient cash in the treasury of the company by the purchase of securities which nobody else was willing to buy at the time, and thus save it from actual failure. Neither Sidney Dillon nor A. L. Ames, who were then directors of the company, offered to put up a single dollar for its salvation. "From that time forward it was urged by personal friends of the original Oregon Transcontinental stockholders and others that it was my duty to take charge of the company's affairs. Knowing that I could not with their wishes without strong financial backing, enabling me to take care of the floating indebtedness of the company and to provide it with a working capital, I would not consent until I had personally consulted with my friends abroad. Having received their consent, we purchased for joint account with our American friends 50,000 shares of Oregon Transcontinental stock in open

found itself unable to sell or take them up.

market, making us the largest stockholders at that time and ever since. "We hold nearly 202,000 shares of the outstanding Oregon Transcontinental company's stock, and, in addition, I have already proxies in my hands for about 5,000 more shares. I am sure the public will agree with me that the fact that myself and friends have in vested our \$7,000,000 in this majority interest is the best possible proof of the earnestness of our purpose to rehabilitate the company and also the strongest possible guarante that we cannot do anything contrary to its best interest, without burting ourselves more than anybody else. We have done nothing to bring about the present corner in the Oregon Transcontinental stock. The corne must be simply due to the foolishness of the shorts in selling more stock than there is. I am very anxious to put an end to the dis-tressing state of things at the stock exchange, and I am thinking somewhat of pro-posing to the other side that each snall con-tribute 100,000 snares of our holdings for the relief of the market, of course under proper

A Rumored Compromise. New York, May 20.-The sensation caused by the sharp corner in Oregon Transcontinental last week appeared to be gradually aying out to-day, but both parties to the contest for control kept interest in it alive by their manipulation for the purpose of liquidation. It is rumored that a compromise was arrived at Saturday by which the Union Pacific will continue to pay a 6 per cent divi dend on Oregon Navigation stock and retain control of the road. This would eliminate all bitterness from the election and leave nothing for the Villard party to fight for. In the afternoon the stock was decidedly heavy, and selling by the insiders forced the price down to 39, a decline of 6 per cent from the opening. Villard was offered 6,000 shares with proxies by Governor Ames, of Massachusetts, but declined to buy them while Oregon Transcontinental stock was being sold. Brokers identified with Villard Northern Pacific heavily, and caused

an advance of 21/2 per cent. Rumored Lease Repudiated. Curcago, May 20 .- | Special Telegram to THE HEA.] - A telegram was received in Chicago, this morning, from Omaha, saying that the Rock Island road had leased the Union

also surveyed the line from Council Bluffs to

A Great Battle

Is continually going on in the human system. The demon of impure blood strives to gain victory over the constitution, to ruin health, to drag victims to the grave. A good reliable medicine like Hood's Sarsaparilla is the weapon with which to defend one's self, drive the desperate enemy from the field and restore peace and bodily health for many years. Try this peculiar medicine

THE PLUMBERS STRIKE.

Masters Filling the Places of the Journeymen- A Cowardly Blow. The Hussey-Day company had ten men at work upon the plumbing in THE BEE building at 8 o'clock yesterday morning, independent of the gas fitters. These were all master

plumbers except one or two helpers. The twenty carpenters who walked out on Saturday were on hand this morning when the whistle blew, but as they made no move to go to work, Superintendent Baker ordered them to leave the building. This they did but remained about the outside throughout the morning. The striking plumbers were also on hand, and one or two efforts were made by representatives of the union to get past the guards at the doors, but in this they

were unsuccessful. Members of the union are watching the entrances into the city closer than ever and quickly bear away to their head-quarters the fact of the arrival of any plum ber who comes from outside. They are being troubled to a considerable extent by tramps, who pass themselves off as plumbers and succeed in obtaining rations and tobacco free, the union taking care of them in order to keep them from going to work, supposing them to be what they represent themselves. One fellow was found the other day who, when asked what he wanted to get out, blushed and modestly said: "Nothing but a new suit of clothes, \$50 in cash and a rail-road ticket to Seattle." The union after-wards discovered that he was a fraud and

Mr. Rosewater yesterday notified all the contractors in the building that they would be expected to finish their work without delay. Charles Burns and Pat Fahey, the plaster contractors, donned their overalls yesterday and went to work themselves. The union can find no fault, under the constitution and by-laws, with this, as Burns and Fahey have a right to work for themselves if they so desire. The painters are all at work and say they will not walk out on the plumbers account. A large number of carpenters are still at work and nearly as rapid progress is being made as before the

Neither the master nor journeymen plumbe ers have made an attempt to arbitrate their difficulties and declare they don't intend t do so. The journeymen plumbers say that the Free fines must be paid, \$500 must be paid them in addition to pay for the time lost and the master plumbers must agree to recognize the union.

The painters in The Bee building refused

The bainters in The Bee building refused to take part in the walkout, and so do the ten union carpenters, who have been employed by The Bee Building company. They say they have been fairly treated; have been regularly paid the wages fixed by their unions and work the stated hours fixed by their unions.

"We have no grievance." said one of the "We have no grievance," said one of the painters, "and don't think we would be justi-fied in quitting work and damaging Mr. Rosewater, who has always been friendly to

the laboring people. The constitution of the Brotherhood of Painters and Decorators does not justify or countenance strikes until after arbitration has failed to bring about a settlement. "The journeymen plumbers had right on their side when they struck in a body after they were notified Wednesday that they would be locked out. But they can't gain anything by waging war upon Mr. Rosewater and drawing off the other union workingmen employed in Tue Ber building. He has done all he could do in dealing with his plumbing and gas fitting contractors. He

can't be expected to do anything that will lay him liable to damage suits from the contrac-

was as powerless then as he is now. He could not stop Coots from employing what men he pleased, but when Coots' contract was up he let Withnell Bros. finish the building above the grante story with union bricklayers."

"I am in sympathy with the journeymen plumbers," said one of the carpenters at THE BEE building, "and I hope they will wir. But I can't for the life of me see what they are to gain by keeping us idle. I think that they have made a great mistake in damaging Mr. Rosewater, who has taken sides with them publicly. They ought to have taken his advice and tried to arbitrate with the master plumbers. There is no sense in stand-ing and refusing to have a conference with the other side. There must be some concessions made on both sides. Lots of carpenters, plasterers and masons have been out of work all winter, and even now there isn't work enough for half the mechanics in town. I do hope that this matter will be amicably

Mr. Hussey says that "within three days the plumbing work will be far enough ad-vanced to turn on the water throughout the building, and after that three plumbers can finish the work in two weeks.

The plastering in The BEE building is so far advanced that the force heretofore at work would have finished within two weeks. The carpenter work is nearly all done in the seventh, sixth, fifth and fourth stories. Had the full force continued, the entire work would have been finished in twenty days. During the noon hour yesterday a drunken plumber named Riley demanded admittance to THE BEE building. He was very abusive. Upon being told that he could not enter, he lew at the doorkeeper, a young boy, and nammered him about the head until he bled profusely. The lad was injured by a fall last ummer and Riley had him at his morey.
Ifter battering the boy up he slipped through one of the entrances and escaped

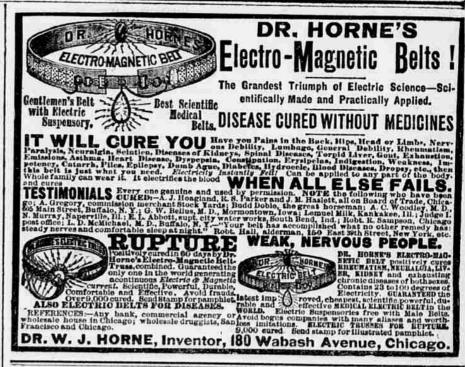
The officers of the plumbers' union stated last night that Riley was not sent to the building by plumbers, and that the men with whom he was drinking during the forencon were not plumbers. Riley came here from Kansas City two weeks ago. Charges have been made against him in the union for being disorderly and a meeting will be held. being disorderly, and a meeting will be held soon to consider his case.

Advice to Mothers. Mrs. Winslow's Southing Syrup should al-ways be used for children teething. It southes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhosa. 25cen ts a bettle.

Delay in Public Work. Yesterday morning a man met reporter and said he was on his way to the office of the board of public works to register a kick. He said! "A contract was awarded J. E. Riley, last

October, by the board of public works, and approved by the mayor and council, for layng 42,000 yards of stone paving. The contract seems to have been very loosely made as far as the city is concerned. No time for the completion of the work is specified, and it is unaccompanied by a bond, something rather out of the ordinary in the matter of letting contracts. Daily complaints are re-ceived from people in front of whose prop-erty these sidewalks have been ordered, because they are not laid. The prices to be paid are very good, and he has no excuse for not finishing the work. He is now engaged in building a hotel at Plattsmouth, and seems not to be inclined to hurry himself. He was ordered several days ago to finish the walk about Jefferson square, but has made no attempt to do so."

For Nervous Diseases Use Horsford's Acid Phosphate.
Dr. F. G. Kelly, Alderton, W. T., says:
"I have prescribed it in a large number of cases of restlessness at night, and nervous discuses generally, and also in cases of indi-gestion caused by lack of sufficient gastric juice of the stomach, with marked success, and consider it one of the best remedies known to the professional world."



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