PAY POSTAGE ON POTATOES.

An Ingenious Plan For Government Control of Corporations.

IN ONE VAST SYSYEM. ALL

How the Postal Principle May Be Extended So as to Include the Shipment of Freight-Protecting the Producer.

KEARNEY, Neb., May 28 .- To the Editor of THE BEE: Mr. Jacob Beck of Decatur, Neb., writes, the 8th inst., to THE BEE suggesting that a prize be given for the best essay written on the following question :

"What can the government do to promote the greatest good to the greatest number of people without injustice to any !"

While I do not care to compete for the prize I would like to suggest an answer for the benefit of any who may desire to undertake a solution of that question.

The following is respectfully suggested: condemn and buy the railroads, telegraph, telephrne and express lines.

The general government can make an amendment to the constitution creating a rabinet department of communication and transmission and condemn and appraise the property and issue and sell government bonds payable in fifty years at 8 per cent per annum to pay for it; these bonds to be issued and handled as the regular government bonds of the nation, its credit pledged to their payment, as were issued and on which funds were raised to pay

Let the head of this department be created, appointed and placed in his department be created, appointed and placed in his position in the same manner as the other cablinet officers are for the first four years after its creation. Continue the machinery and extend the func-tions of the interstate commerce commission with recommender are accounted as a second with power of accumulation of absolute and exact data upon practical transportion; as, for instance, tonnage, trackage, wear and waste, destructibility of material, improved waste, destructionity of material, improved appliances, and all practical facts bearing mon actual work and efficiency, so that at the end of four years data may be had to ar-rive at the average cost to move a car, or 100 rive at the average cost to more between pounds, or any quantity, between those two standards upon such class-those two standards upon in force. ifications as are now in force. Such data, should be obtained as the number of cars handled, miles traveled, time used in making the transit, tonnage of freight han-dled based on the ten classes of freight in car loads and less iots now in force according to the classification sheets also number cars of special classes such as tariff sheets, lumber, coal.corn, grain of all kinds, cattle, hogs, sheep, dressed beef, etc. Let the rates and charges on each line of road under its present tariff sheets remain for the four years exactly as it now is—that bankrupting schemes and distracting agencies may not be put in force by parties antagonistic to the perfecting of this system proposed. Instead of different railway corporations let the lines be known in eaci a tate as one road classified into didivisions.

The net revenue after paying operating expenses should be made a fund devoted to the payment of the expense of clerical help, ob-taining data and to the loss attendant upon the change of system of conducting the business. If a man is established in business in one Excre and finds for any reason it is desirable to move to another storeroom, the necessary delay, confusion and converting of clerk help to the task of moving, change of shelfing, etc., will involve a necessary loss. This is practically true of all changes and practical results are what should be aimed at.

This system of arriving at data in this first four years' operation of roads on the present basis of charges should take states in alphabeical order, and the shipping stations or depots on railroads in each state; also an accurate account and copy of all bills of lading separating car lots and lesser amounts, giving class of freight and objective point, miles of travel, tonnage, date shipped and date de-livered at destination. This would give a record of the total tonnage originating in each state from each station. This system of accounts, perfected as nearly as competent ac-countants could make, would arrive at the nnage and the revenue derived from it under each class.

These states as before, and division stations arranged in like manner in which operating expenses were detailed in itemized accounts, d give the total operating expense under the two units of car and hundred pound lots. The data of business in tonnage and operating expenses being obtained, take the total num-ber of full cars shipped in each state and the total number of one hundred pounds and fractions thereof shipped in each state, and from these facts of cests of service divided by the respective tonnage of the two units, car and hundred pound lots, make a rate so far as possible that will make the total service self-sustaining under this system with a uniform charge per car and hundred pounds or more under a minimum car eliminating the Item of distance. These facts can be arrived by such a man as Henry C. Adams, the statisticion of the interstate commerce commis sion by the time and within the four years 1 This would reduce transportation to the practical democratic principle of the postage stamp. The postmaster could move in with the station, telegraph, telephone and correspondents. and express agents. The amount arrived at as the cost of a stamp to secure a bill of lading for a maxi-mum car or 100 pounds the smallest unit, would be reduced from time to time after this system became in practical working order by making it just hold itself to a point of being self-sustaining on the same principal as letter postage. Transportation would be stimulated in even a greater degree than the transmison of mail matter has been. Let the nation profit by the rich inheritance belonging to it that is now selzed upon by corporations and combines. I mean the m-heritance of application of steam power from Fulton, the telegraph from Morse, the tele-phone from Edison. On the ground of common humanity, on the ground of equality, these immortal ideas be-fore being put into practical use belonged to the whole people, and when put into practical use it is no injustice to the parties who invested their moncy if it is repaid them and the property thus made legitimately the government's. As a rule industrial avocations and trades belong to individuals, and the exception ap-plies when an undertaking becomes so vast that it is necessary to aggregate in corporate form, the operation of which involves the weal or wee of a majority of the whole nation when placed in the hands of a few. Then the general government should reserve the right to own and operate that enterprise. The measure of a trade centre's enterprise would be limited only by the commercial en-terprise of its citizens. If my home is Kearney, Neb., and I want to engage in the man-ufacture of whips, I can pay the transportation portage on a car of ruttan, whalebone and other raw material from San Francisco or New York and the cost will be no more nor less than to my competitors at Westfield, Mass. If I make good goods I can find a market for them anywhere in Amer-ica, and my customers will have to pay no more to get the goods from me than From any competitor except it be in case of the retailer at Westfield. Thus I will be sub-ject to no impartial taxation upon my enter-prise and industry, as now dictated by cor-porations whose manipulations of rates throt-tle and obstruct the channels of trade, stary-ing it at one point to a sickly schedore and ing it at one point to a sickly skeleton and growing it at another to a state of gorged obesity which brings in free America the legitimate growth of communistic strikes be-cause of excessive wealth built upon pauperagainst the encroachments of bullet-headed men like George W. Holdrege; demand your birthright gotten from the immortal Fulton, Morse and Edison; pay and return the actual moneys invested in these appliances to the rightful owners and do no wrong. Industry and commerce constitute the ful-crum on which the lever of prosperity rests. Let our representatives see that it is kept on solid foundation and not undermined by the rats that are furrowing under the protection of the majority of our state board of trans-portation. Ized labor. After four years' experience and accumulated data, let this depart-ment be an elective one. Let the shipper's receipt for delivered goods at the depot or elevator bring the measure of his votes in the election of the officers to these positions, and no man to be eligible to the offices but one who has had at least ten years practical railroad training. The dupli-cate certified bills of lading and elevator receipts at each station or shipping office are to be certificates of such right to vote. The vote must be cast in person and be non-negotiable. The vote is to be made in writing and certified to by the clerks of election. eked back and sworn to as correct by the agent or grain dealer, and sealed and dellyered at the capital of each state and the total result arrived at at Washington, in the case of national officers in the same manner and time as the elective votes of the pres-ident of the United States is certi-fied to and deviced fied to and declared.

home manufacturers will then be made prac-tical and beneficial to all instead of to a class only as now, by protecting home manufac-turers in their home market and agricultur-ists, located wherever the tertile ground may be turned to the sunlight and showers of heaven or authors in the sunlight. heaven or artificial irrigation for production. The fundamental principle of freedom is the God given right to individual equality. Put me on an equality with my fellow man under circumstances in which we have an equal voice in controlling and if I starve it is right and just that I should. There is no worms down me and my individue will assume wrong done me and my industry will assume its true worth or indolence meet its just reward.

Circumscribe my bounds of location so that There to raise corn or potatoes on the north-east quarter of a section and find no market for my products except to my next neighbor on the south east quarter of the same section and I have no inducement to be industrious. Convert the steam trainways of transportation into government highways on which which I can pay for maintenance and operation an equal pro rata proportion of tax based upon the extent to which I make use of t and a market will be open to me limited only by the two oceans and the two poles. The coal miner in the rugged hill of Pensyl-The coal the lumber in the rugged this of the saline, the salmon fisher of Oregon, the seal hunter of Alaska, the miner of New Mexico, the cot-ton picker of the south, the orange grower of California and Florida will be my customers

on an equal footing and the price will be re-munerative to me and reasonable to them. It will depreciate the cost of my goods to him which he does not own and wants to buy and appreciate my goods to me which I own and want to sell. The like reasoning applies to him in what I want.

The farm laborer will then get back the benefit he gives the protected manufacturer by the consumption of his products by the mechanics. When the manufacturer and the merchant increase the producing and selling power of the agricultural producer, they in like ratio increase their production and trade. The employer can afford to pay good wages and give \$100 for a postage or transport stamp to ship a car of his work to a market five miles or 5,000 miles, for the limit of the de-mands of his trade will depend and be limited only by his business ability and individual exertion.

The nation's function is to give all citizens freedom of action and equal protection. the republican party continues the injustice of favoring manufacturers without chance of benefit to other industries, it will earn and deserve eternal damnation, and John C. Cal-houn was never more wrong or un-American than they will prove themselves to be. If there is forbearing intelligence, honesty of purpose, reading and reasoning thought enough in the majority of the American pubic to realize the truths and needs of the day in which we live, and work to a practical pro tection to the nation as a whole, the political systems will be able to keep abreast with the commercial and material growth of the coun-

try. Let the alliance and all men who wish for prosperous, contented homes demand legislation of this character. Let legislators and representatives be relegated to private life if they can only follow the directions of corporations or localities or classes. If we can cause congress to abandon a part ago. of its demogoguery and keep the pension raid on the public treasury within bounds of reason; if it will make a protective tariff to protect manufacturers for the purpose of raising a fund to build public tramways and thus equalize freight communications and build up national wealth, then will this na-tion, the grandest and in every way greatest, the pride of the civilized world, continue its upward and onward course. Then will the

nation begin on a civilizing cureer which is its a b c of a line of advancement appropriate to the beginning of the twentieth century. It has been said that the control of the railways by the government would put too nuch money and power of patronage into party control and endanger the stability of the government. The postal department is a vast machine and a political one, but it does its work at a two-cent letter rate without injustice to any and the Western Union telegraph if in the hands of the government could be self-supporting and quadruple its business and con tribute to the public and commercial weal an untold amount at 5 cents for a twenty-five word message. The machine if powerful will be none the less effective if all its parts are operated by honest and capable officials. If a private corporation handled mail matter at this time the attorneys and managers of

such a corporation could convince the ma-iority of our state board of transportation that it would cost a dollar an ounce to reach Sau Francisco from Kearney and they would To illustrate to Nebraska people what they would do let me cite the meeting at Lincoln on the 21st instant when George W. Holdrege had his lickspittle and bra-

The Varied Experience and Information of a Member of the Craft.

Violation of the City Ordinances and

the Introduction of the Furniture Vans Which Bull the Transportation Market.

It may be true that all things come to him who waits but there are people who do not think so. One of them may be found almost any time near the corner of Thirteenth and Jackson, where he has been waiting, waiting for twenty long years -a Micawber by profession. For him all the virtues of the catalogue are represented by one word "patience."

Year after year, in a lazy uninterested manner, he has sat with his chin in is han hd, chewing straws and watching a village grow into a city; watched hills, valleys and streams disappear and be replaced by long straight paved streets; watched the ever widening mass of brick and mortar growing up about him and shutting out his view of river and hill; watched the coming of mule cars and motor cars, railroads, telephones and street lights; watched the human spiders spinning their metallic web over his head; watched the comings and goings of a flood of human ity with its bridal parties and funeral pro cessions. It was all of no concern to him. The "hustlers" might hustle to their hearts' content, organize corporations, plat additions build bridges, railroads, cable lines, electric lines and what they would, it was his busi-

ness to wait He is an expressman-not the proprietor of one of these gorgeous moving warons, the appearance of which calls up visions of soot-solled faces, broken furniture and all sorts of 'flitting'' miseries-but the driver of a little Driver, horse and vehicle all show signs of

Driver, horse and vehicle all show signs of wear. The driver's coat may once have been black, or may have been red—no one could tell now; his draggled, gray beard is yellowed with years of tobacco chewing, and his hands are knotty and gnarled. His old bay horse is as weather-beaten as its master. Its back sinks in with the weight of years of wait-ing; its dusty coat has forgotten the feeling of a curveycomb and it can beast of nearly all ing, its disty to a maximum for a curry comb, and it can boast of nearly all the "blemishes" known to the horsetraders. Bits of rope and twine patch up a harness of rusty brown, and bits of undressed lumber hold together the wagon. The wheels lean in and out in a rickety, half-hearted fashion, and what paint there was disappeared years

One part of his confipment is bright and new-his number. The city license inspector takes care that that shall not become more

than a year old at any rate. "The express business ain't what it used to "The express business and t what it used to be five or six years ago," he remarked to a reporter. "In the first place, there is too many of us. When I bought this rig—or, at least, I didn't buy it—I traded for it—but when I first began driving a wagon there was

only six of us in the town. "Of course, in t "Of course, in them days, we did a good deal of hauling for the stores, as there wasn't only a few did their own deliv-ing; but they was great days for the moving wagons. Everybody was moving about once a week. They didn't many of them have much truck to cart around, but the movers charged just the same. "Then, about six years ago, when the town

was booming and everybody was crazy about real estate and half of them bought them-selves poor with it, there was two or three serves poor with 1, there was two or there first class moving wagons and they made a good deal of money. You see, one of them wagons can take as many as eight loads, a fair move, say about six blocks, and up and down one pair of stairs. That would be \$16 at the regular rate and \$2 to come out for the helper. Fourteen dollars a day is good pay, and people soon found it out and everybody wanted a moving wagon, and some that had farms, or town lots, or something else traded around till they got a moving outfit, and half of them got it with a mortgage on it. Then it was dog eat dog and a good many got froze out. What there is left do a good deal more

resting than work, and I guess if you want to go into the business you can buy a rig mostly obours. "You see, one of them big moving ragons, when they are new, costs

Now how are you going to get

costs

eel all day

\$300



The Omaha Medical and Surgical Institute.

Lot feet strip adjoining for tor the Fast, **Good** Sa, city, Lot f, block I, Bowery Hill, Lots 1, 2, block 2, Bowery Hill, All of block 6, Bowery Hill, Lots 1, 2, block 7, Bowery Hill, Lots 1, 2, 3, 4, 5, block 8, Bowery Hill, Lots 1, 2, 3, 4, 5, block 8, Bowery Hill, Lots 1, 2, 3, 4, 5, block 8, Bowery Hill, Lots 1, 2, 3, 4, 5, block 8, Bowery Hill, Lots 1, 2, 3, 4, 5, 6, 7, 8, 11, 12, Baker's Allot-ment. Lots 1, 2, 3, 4, 5, 6, 7, 8, block 1, Credit Foncler Lots 1, 2, 3, 4, 5, 6, 7, 8, block 2, Credit Foncler Lots 1, 2, 3, 4, 5, 6, 7, 8, block 3, Credit Foncier Lots 1, 2, 3, 4, 5, 6, 7, 8, block 4, Credit Foucler Lots 1, 2, 3, 4, 5, 6, block 15, Credit Foncier add. Lots 1, 2, 3, 4, 5, 6, block 15, Credit Foncier add, Lots 1, 2, 3, 4, block 16, Credit Foncier add, Lots 1, 2, 3, 4, block 17, Credit Foncier add, Lots 1, 2, 3, 4, block 18, Credit Foncier add, Lots 3, 4, 5, 6, block 22, Credit Foncier add, Lots 5, 6, 7, 8, block 33, Credit Foncier add, Lots 5, 6, 7, 8, block 37, Credit Foncier add, Lots 3, 6, 7, 8, block 37, Credit Foncier add, Lots 3, 4, 5, 6, block 38, Credit Foncier add, Lots 3, 4, 5, 6, block 38, Credit Foncier add, Lots 3, 4, 5, 6, block 38, Credit Foncier add, Lots 3, 4, 5, 6, block 38, Credit Foncier add, Lots 1, 2, 3, 4, 5, 6, 7, 8, block 43, Credit Foncier Lots 1, 2, 3, 4, 5, 6, 7, 8, block 44, Credit Foncler Lots 1, 2, 3, 4, 5, 6, 7, 8, block 65, Credit Foncler Lots 1, 2, 3, 4, 5, 6, 7, 8, block 66, Credit Foneler Lots 3, 4, 5, 6, block 67, Credit Foncier add. Lots 3, 4, 5, 6, block 68, Credit Foncier add. Lots 1, 2, 3, 4, 5, 6, 7, 8, block 69, Credit Foncier idd. Lots 1, 2, 3, 4, 5, 6, 7, 8, block 70, Credit Foncier Lots 1, 2, 3, 4, 5, 6, 7, 8, block 70, Credit Foncier add. Lots 1, 2, 3, 4, 5, 6, block 1, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, block 2, Forest Hill add. Lots 14, 15, 16, 17, 18, 19, 20, 21, 22, 33, block 2, Forest Hill add. Lots 14, 25, 56, 27, 28, 29, 30, 31, 32, block 2, For-est Hill add. Lots 1, 2, 3, 4, 5, 6, block 3, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, block 4, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, block 4, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, block 4, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 5, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, block 6, Forest 111 and. Lots 1, 2, 3, 4, 5, 9, 10, block 7, Forest Hill add. Lots 1, 2, 3, 4, 5, 6, Kaufman & Jetter's add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, A, Kountze's Lots 14, 15, 16, 17, 18, 19, 20, 21, 22, A. Kountze's add. Lots 23, 24, 25, 26, 27, 28, 29, 30, A.

8. block 231, city. 8. block 232, city

ock 231, city, ock 234, city, ock 235, city,

236, city. block 242, city.

8, block 242, clty, 6, 7, 8, block 244, clty, 6, 7, 8, block 247, clty, 6, 7, 8, block 249, clty, 6, 7, 8, block 250, clty, 6, 7, 8, block 250, clty, 6, 8, 8, block 261, clty, 6, 8, 8, block 261, clty, 6, 8, block 261, clty, 6, block 261, clty, 6, block 262, clty, 6, block 262, clty,

dock 262, city, dock 263, city,

ek 205, elty. . 8. block 206, elty . 8. block 207, elty

block 268, city block 269, city.

block F, etty. block G, etty

8, block H. city

Lots 31, 32, 33, 34, 35, 36, 37, 38, A. Kountze's Lots 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, A.Kountze's add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, Kountze's 2d add. Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, Kountze's 24 add. Lots 22, 23, 24, 25, 26, 27, 28, 29, A. Kountze's July 21, 32, 45, 56, 56, 57, 58, 58, 47, Rountze's Lots 1, 2, 3, block 1, Kountze's 3d add, Lots 1, 2, 3, 4, 5, 6, block 2, Kountze's 3d add, Lot 1, blk 11, Kountze's 3d add, Lot 1, blk 11, Kountze's 3d add, Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, block 1, Kountze's 4th add.

Kountze's 4th add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 2, Kountze's 4th add. Lots 1, 2, 3, 4, 5, block 3, Kountze's 4th add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, block 10, Kountze's 4th supp. add. Lots 10, 11, 12, 13, 14, 15, 16, 17, 18, block 10, Kountze's 4th supp. add. Kountze's 4th supp. add. Lots 1, 2, 3, 4, block II, Kountze's 4th supp. add.

add. East 140 feet, block 2, Lane's sub. East 140 feet, block 3, Lane's sub. Lots A, B, C, D, Liddle's sub, div. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, block 1, MeIn-tosi's add. Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. block 2, Mcntosh's add. Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24,block , McIntosh's add. School lot, corner Arbour and Tenth steets,

Lots 12, 15, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, block 2, Phillips' add. Lots 1, 2, block 3, Phillips' add. Lots 1, 2, 3, 4, 5, 6, 5, block 4, Phillips' add. Lot 1, block 5, Phillips' add. W. D. Moore, reserved, block 1, South Omaha Lots 1, 2, 3, 4, 5, 6, 7, 8, block 1, South Omaha add.

"he republican principle of protection to

cen mugged puppy Mr. G. H. Dictrich of Hastings to heap insults upon the attorney wagons, when they are new, about \$350; then the team, that's general while he was sitting in his official duty of inquiry for his constituents regardmore, and the harness is \$50. That's \$700 ng these costs of transportation. it costs before you start to make any money What are the facts regarding the machine

at all. If you are like most of them, you are paying some money shark about 10 per cent a month on half of that and \$10 a year for a powerf Is not the corporate power of the railways

the parent stem that support the poison iver of the Standard Oli monopoly. Ask Senator Vest of Missouri, of the dressed beef com-bine investigating committee, if the railways month on hair of that and \$10 a year for a license to the city which runs the expenses up pretty high. There ain't a great deal doing excepting in the spring and fall and none of them will average a trip a day the are not the central prop of that beef monopolyf In national affairs I am not so well in

gling under a burden of an unsupportable debt?

If it were just to loan money to the corpora-

tion at 3 per cent or any per cent, it would be just to the farmer also and to every citizen of

this nation. What can be the feelings of the impracticable farmer who has mortgaged his farm for five years at 10 per cent and sees

the place he has worked to improve and con-secrated as his home passing out of his hands by foreclosure at the end of that period / He

by force of the the end of that period? He is able to realize that the corporation that is to be benefitted by this loan has taxed him from 300 to 400 per cent of the value of his products and labor to transport his surplus to market and while he ways 10 per cent of his

If there are suggestions containing any ele-

for fifty years.

portation.

"There are about thirty-five first-class moving wagons in town and a whole lot of lumber wagons and such that has been tin-kered up to look like a moving wagon, about formed, but in the state of Nebraska was it. of Judge Reese from the state supreme bench at Hastings? Who was it but the railway managers who retired Judge Crounse from congress f Who was it put General Laws in congress after he became convinced, after his yote for a reduction of local rates on the 28th infty all told. Now anybody can see there ain't nowheres near fifty families a-moving every blossed day in the year. "A wagon like mine, you see, is just look-ing for small jobs, a man wants a dollar's worth of coal, or a couple of bales of hay, or of June, 1888, and afterwards became con-vinced that local rates in Nebraska were all right? What was it suggested and appointed a trunk moved, or something like that, charge him anywhere from 25 cents to \$1 a gentleman to succeed Mr. Laws who was of ust like everybody else-all I can get. Some times I don't turn a blamed wheel all d Sometimes I am on the go all the time. the same mind on local freight rates, if it was not railroad influence? What was it that of John M. Thurston and advanced Judge man on a pretty good corner can average \$1 a day the year round, considering the winter time, when we don't do nothing hardly. Brewer to the supreme bench of the United States after the Iowa cases were decided and afterwards withdrawn by the railways as un-

"I don't know how many such wagons there is—lots of them the licenses run up as tenable. What influence induced the appoint-ment as government agent to look after its interests of such a man as Jesse Spaulding, high as 340-thae takes in the A. D. T. wag ons and such concerns as Jardine's and the Merchants' express company, "We all pay the same license, \$10 a year, and we all give the same bond, \$300. My old mare and that httle wagon is liable for \$300 who makes such a fulloome and false report as he lately did in the face of the letter to our Attorney General Leese! Who was it who suggested a loan of the people's money at 3 per cent for fifty years to a private corpora-

year round.

cich out of that !

in damages just the same as one of them big four horse vans, "There is a regular tariff that we can tion as evinced in the Union Pacific railway matter! Who was it who spring the wild, charge regulated by the council but we always have the bargains made before hand and pay impractical, bankrupting scheme of loaning the government money to the farmer for the purpose of holding a sort of mirage of the desert before the eyes of the farmers strug-

notation for six blocks we are allowed 25 cents for each trunk, \$2 for a load of furniture of household goods and outside that limit "These big furniture vans are a new thing in Omaha. They carry a whole houseful at once and charge by the hour. I suppose it amounts to the same thing in the end. "There is a whole lot of laws regulating us but we don't pay much attention to them and

seem to get along all right. In the central part of town we are not allowed to stand on the east and west streets, and what that is for is more than I can tell. "Another new wrinkle in the business is the parcel delivery offices as they call them. the parcel delivery offices as they call them. There is five of them now in different parts of the city. The way they operate is this: The manager puts in a telephone and adver-tises and works up the business. He ar-ranges with five or six wagons to stand on a corner and takes 10 per cent of all the money they receive for jobs which he gives them. There is no great gain in the schemes and the profits in the business downed on the loan the corporation gets a loan out of his own money as one of the nation at 3 per cent

This proposition of ownership of means of transportation will work no injustice to anytransportation will work no injustice to any-one unless it be injustice to destroy in part the power of wealth to enslave labor, or in-justice to root up the weeds of monopoly trusts and combines that the fields of indus-try and universal plenty may grow. To the Nebraska people I say: Uphold your attorney general in his stand for your state; uphold the editors of the public spirited and able journals in their efforts against the encroachmenta of bullet-headed men like George W. Holdrege; demand your the profits in the business depend on the hustler in the office." The ordinance governing the rates to be

charged by expression provides that \$1 shall be the price for the carrying of any load of goods not less than one mile; for carrying such a load less than one mile, 75 cents; and for carrying goods, packages, etc., weighing les than 300 pounds in the aggregate, 50 cents

per mile. Two thousand pounds of heavy articles is a load, and of light goods as much as can be loaded on a wagon. An exception to the rule is made in the case of pianos, heavy machinery and safes. An agreement between the parties overrules all these provisions and a

he of not more than \$100 is to be imposed or he expressman asking or receiving more than the legal rate. The life of a drayman is a jerky one. For days at a time he lounges around the street corners, half asleep on the seat of his wagon, or snapping his whip at the flies, and then

ments of progress and prosperity in this out-line I would respectfully ask the metropolitan press to copy it that men who have the time and disposition may discuss its merits and deomes a busy day and he works like a beaver. Fime is everything, and the quicker the load completed the more money is made for the and dispession may discuss its merits and de-merits, for no one knows all he should know, and my object is the perpetuation of this gov-ernment which I think is endangered by the rapidly growing power of aggregated wealth built areas and and and an arguegated wealth



Omaha Medical and Surgical Institute, Corner 9th and Harney Sts., Omaha, Neb.



Sheet Music.

LURE FOR CATARRH SEND YOR CITCULAR ARIETINE MEDICO OROVILLE CALL Santa : Abie : and : Cat : R : Cure TO WEAK MEN

Suffering from the effects of younnul errors, early decay, wasting weakness, lost manhood, etc., I will send a valuable treatise (scaled) containing full particulars for home cure, FREE of charge. A splendid medical work : should be read by every Prof. F. C. FOWLER, Moodus, Conn. Board of Equalization.

Notice of meeting of the city council as a

oard of equalization.

Notice of meeting of the city council as a board of equalization. To the owners of all lots and lands in the city of Omaha which are benefitted or which have been found by the construction of the Tenth street viaduct and to all persons hav-ing any interest in said lots and lands, the more detailed and particular description of which is hereinfatter given. You and each of you are hereby notified that the city council of the city of Omaha will sit as a board of equalization at the offlee of the city clerk, in Douglas county court house, on Wednesday and Thurshay, the 4th and 5th days of June, 1990, from 9 o'clock a.m. to 5 o'clock p. m., for the purpose of assessing and levying the amount of damages to the owners of lots, lands and real estate described herein, caused by the creation and maintenance of sand viaduct as determined by the appraisers heretofore appointed to appraise said dam-azes, and approved by the city council, upon the lots, lands and real estate described herein, benefitted by the construction and maintenance of said viaduct, and of equalizing the proposed levy of said special taxes and assessments and correcting any errors therein, and of hearing all complaints that owners of property to be taxed and assessed or persons having an interest therein may make. Said special taxes and assessments being levied ac-cording to law to create a special fund to be used for the payment of damages to private property counced by the construction of a via-duct on. Tenth street, between Muson street and ackson street, as required by a certain ordinance of said city of Omaha, entitled "An ordinance requiring the Union Pacific railway company and the Chicago, Burllogiton & Quiney railroad company to ereet, construct and ackson street, as required by a certain ordinance of said city of Omaha, entitled "An ordinance of said city of Omaha, entitled "An ordinance is and approving the propertion of the cost thereof to be borne by each of the said companies, and approving the propertion of the comahas and real estat

ck 98, city, 7, 8, block 99, city, 7, 8, block 100, city, 7, 8, block 101, city, 7, 8, block 102, city, 7, 8, block 102, city, 7, 8, block 104, city, 6, 100, city, elty,
 block 120, elty,
 block 121, elty,
 block 122, elty,

k 125, elty, ity c 132. city.

140, elty, 150, elty, 151, elty, 152, elty ck 154, city.

city, lock 162, city, lock 164, city, lock 165, city, lock 165, city, slock 166, city, slock 166, city,

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 2, South Omaha add. South Omaha add. Lots 13, 14, 15, 16, 17, 18, 19, 20, block 2, South Imaha add. honha add. Lots 1, 2, 3, 4, 5, 6, 7, block A, South Omaha

Lots 1, 2, 3, 4, 5, block B, South Omaha add. Lots 1, 2, 3, 4, 5, block B, South Omaha add, All block C, South Omaha add, Lots 2, 3, block 1, 8, E, Rogers' add, Lots 5, 6, 7, 8, block 2, 8, E, Rogers' add, Lots 1, 2, 3, block 14, 5, E, Rogers' add, Lots 1, 1, block 15, 8, E, Rogers' add, All block 15, 8, E, Rogers' add, Lots 1, 2, 3, 4, Quinu's add, E2 ft, adjoining Pine street on the north and south side as extended through t, 1, 3, sec. 26, E2 ft, adjoining Eighth street on e, and w, side as extended through t, 1, 3, sec. 26, E2 ft, adjoining Eighth street on e, and w, side as extended through t, 1, 3, sec. 26, E2 ft, adjoining Eighth street on e, and w, side as extended through tax lot 6, sec. 26, W, E2 ft, tax lot 7, sec. 26, E2 ft, on e, and w, side of Sixth street, as ex-tended through tax lot 8, sec. 35, E2 feet on e, and w, side of Sixth street, as extended through tax lot 11, sec. 31,

extended through tax lot IL sec. 26. 132 ft. adj. Doreas street on south. In tax lot

, see, 26, 122 ft. adj. Doreas street on south, in tax lot

The tract of land lying between Oak street and Doreas, from Tenth street to the line of Eighth street extended.
W. E2 ft. tax lot No. 1, see. No. 27.
W. E2 ft. tax lot No. 2, see. No. 27.
W. E2 ft. tax lot No. 7, see. No. 27.
W. E2 ft. tax lot No. 6, see. No. 27.
E. E2 ft. tax lot No. 6, see. No. 28.
E. E2 ft. tax lot No. 6, see. No. 28.
E. E2 ft. tax lot No. 6, see. No. 28.
E. E2 ft. tax lot No. 6, see. No. 28.
E. E2 ft. tax lot No. 7, see. No. 28.
E. E2 ft. tax lot No. 6, see. No. 28.
E. E2 ft. tax lot No. 7, see. No. 28.
E. E2 ft. tax lot No. 7, see. No. 28.
E. E2 ft. tax lot No. 7, see. No. 29.
E. E2 ft. tax lot No. 7, see. No. 26.
Said special taxes to be leyled on the property aforesald approximately as follows:

st Fourteenth st., from Dodge st. to Jackson bdge st., from Seventh st. to Fourteenth

Dodge st., from Seventh st. to Fourteenth st. Douglas st., from Seventh st. to Four-teenth st. Harney st., from Seventh st. to Four-teenth st. Howard st., from Seventh st. to Four-teenth st. Howard st., from Seventh st. to Four-teenth st.

feenth st. Jackson st., from Seventh st. to Four-

teenth st. Third st., from William st. to northern Fourth st., from William st. to northern

Fifth st., from William st. to northern

minus. Pierce st., from Eighth st. to Eleventh st. Pierce st., from Eighth st. to eastern ter-

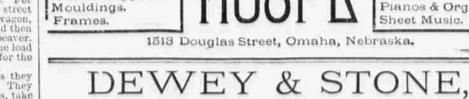
nitnus Poppleton ave, from Second st. to Sivth st Williams st., from Second st. to Eighth st. William st., from Tento st. to Eighth st. Worthington st., from Eighth st. to Tenth at

st Pine at, from Eighth st, so Teuth st, Hickory st, from Sixth st, to Eleventh st, Center at, from Sixth st, to Eleventh st, Center at, from Sixth st, to Eleventh st, Center st, from Sixth st, to Eleventh st, Darcas st, from Sixth st, at Eighth st borcas st, from Fighth st, to Eleventh st, borcas st, from Teuth st, to Eleventh st, Castellar st, from Seventh st to Eleventh st, St

⁸⁴ Arior st., from Scruth at to Eleventh st. 13 Arior st., from Eighthat, to Eleventh st. 14 You and canh of you are hereby notified to appear before sold city council, sotting as a board of equalization, at the time and place above specified, to make any complaint, state-ment or objection you may desire to make concerning said levy and assessment of special taxes. Joins Gnoyes, City Clurk Omaha, Neb., May 27, 1230.

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Furniture Company.



The amount of miscellaneous goods they The amount of miscellancous goods they can stack on a wagon is marvellous. They go litto a house, pull up the carpets, take down the curtains, pack the goods to the best advantage and load the wagon until it looks like a circus parade carriage. Their frequent meetings with the people who cut down prices has a tendency to cultivate a disposi-tion to make the best of everything. as an anaconda would a chickon. A. J. GUETIN,