THE OMAHA DAILY BEE: WEDNESDAY, DECEMBER 31, 1890.

its direct line from Chicago to Denver, and SECURED THE CITY VIADUCT BONDS. must continue to travel its roundabout route, which moreases the distance fully one hun-

What Will Be Done with Them After They Are Registered?

VIEWS OF THE MAYOR AND CITY ATTORNEY.

How the Bonds Passed from the City Comptroller Through T. L. Kimball to State Auditor Benton.

The question of turning over the \$150,000 viaduct bonds to the Union depot company, in view of the recent action of the Union Pacific railroad company in freezing out the Chicago, Milwaukee & St. Paul and the Chicago, Rock Island & Pacific, which desired to cross the bridge into this city, was the subject of much discussion among a number of the city officials yesterdaymorning.

When solicited for his views regarding the signation, and as to what he would do with the bonds, Mayor Cushing said that there would be no star-chamber session when the bouds were turned over. The city comptroller and city attorney would both be on hand, and some of the aldermen would also be present as witnesses. If the railroad company managed to get hold of the bonds in some other way it would be illegal, and he thought that it would lay the railroad officials criminally lia-

The bonds were not to go to the Union Pa The bonds were not to go to the original etc. cific or to the Union depot company direct, but were to be turned over to Kountze brothers as trustees, by whom they were to be held for a certain period. He did not be-lieve that the attempt of the Union Pacific to the state of the Union Pacific to abrogate and annul their agreements with the Rock Island and Mirwaukee companies would have any bearing on the delivery of the viaduct bonds, as the contract with the city is that the Union Pacific shall allow the other roads to enter the union depot, and the regulations bearing on the use of the bridge and its approaches are with reference to the uze of the union depot, which will not be completed for another year. City Attorney Poppleton was of the same opinion as to the irrelevancy of the recent action of the Union Pacific as far as turning

over the bonds was concerned. He said that the union depot company had no claim on the bonds at the present time, but they were to be delivered to Kountze brothers as trustees, and this delivery was not to take place until the depot company had torned over their bonds of \$200,000 to the city insuring the completion of the plans as specified, and the bond of the Union Parific to allow all roads equal rights over the bridge after the completion of the depot had also been filed. An examination of the depot grounds and

the work on the new structure must be made to determine whether or not the work already done amounts to \$150,000, which the contract specifies must be the case before the bonds are turned over to the trustces.

The bonds over which so much anxiety is feit are now in the hands of the state auditor at Lincoln, where they were taken for the purpose of being recorded about ten days ago. City Comptroller Goodrich took the bonds to Lincoln for that purpose, but the auditor was not to be found, and as the comptroller would not leave the bonds with-out securing the auditor's receipt for them, he was compelled to bring them home with

upon by Mr. T. L. Kimball, third vice-president of the Union Pacific, who stated that he was anxious to have the bonds recorded and agreed to take them to Lincoln for that purpose. He later sent his private secretary for them and they were delivered to him, the comptrollor receiving the secretary's receipt.

In view of recent developments this action on the part of the comptroller is what is causing him to feel very uneasy. The bonds were sent to Lincoln and delivered to the au-ditor by Mr. Kimball's secretary. The ques-tion now causing agitation is "To whom will the auditor deliver the bonds when recorded -to the comptroller or to the man from whom he received them?"

Comptroller Goodrich has telegraphed the nuclifor to hold the bonds until he can get them, and under no circumstances to turn them over to anyone else. He realizes that if the bonds get into the hands of the railroad company through his mistake it places him in Officials at Union Pacific headquarters telephoned the city comptroller yesterday to ascertain the assessed valuation of the city and the amount of the city's bonded inebtedness. The desired information was in the matter is attributed to the fact that if the city's bonded indebtedness would there-by exceed the constitutional limit of 10 per cent of the assessed valuation the bonds can not be recorded. Regarding this phase of the question the mayor said that he had some doubts about the value of the bonds, as he was not sure that they would not increase the bonded indebtedness of the city beyond the limit. Whatever may be the action of the auditor with reference to recording the bonds, the comptroller will not rest easy until the comptroller will not rest easy until they are again in his possession to be turned over by him to the mayor, which will relieve him of all responsibility. The history of these bonds and the ordi-nances passed by the council bearing upon them, either directly or indirectly, are as fol-lows: On August 16, 1889, an ordinance was passed declaring the necessity of construct-ing a viaduct on Tenth street over the Union Pacific and B. & M. tracks, and ordering the city engineer to make surveys and furnish plans and specifications. Another ordinance was passed October 30, 1889, ordering an election held for the pur-pose of voting upon the proposition to issue coupon bonds to the amount of \$159,000. On the 28th of the following month the election was held and the bonds were voted. At a council meeting held January 22, 1850, the plans and specifications of the city engi-neer were approved and the mayor was in-structed to appoint three freeholders to ap-praise the damages to condemned property. On March 20, 1860, the last ordinance was because the country of the last ordinance was passed, requiring the railroad companies to build a viaduct the length of which was not to exceed 800 feet, and work to be commenced within thirty days. The viaduct is now practically completed, The viaduct is now practically completed, and next in order will be an ordinance ac-cepting the structure. The superintendent of construction announced that the viaduct would be speaged to the public on Wednesday or Thursday of this week, but whether re-cent complications will tend to delay this event is a matter of conjecture. The action of the Union Pacific in refusing to carry out its contract obligations, is the to carry out its contract obligations, is the talk of the town. The Rock Island's new lines through southern Norraska and Northern Kansas are almost parallel with the Missouri Pacific, and the arrangemnts agreed upon would take the Rock Island direct to Colorado Springs, while the Missouri Pacific reacnes Pueblo, only forty miles below there. To Gould's objec-tion to having the territory of the Missouri Pacific encroached upon is therefore at-tributed the attempt of the Union Pacific, under its Gould management, to head off the new line of the Rock Island at the Missouri new line of the Rock Island at the Missouri river. If this done, the opinion is that the new line of the Rock Island just completed be-tween this city and Lincoln will become practically worthless for at least a year, un-til the union depot is completed and occupied. Under the terms of the agreement between the Rock Island and the old Union Pacific management, the former company was to use the latter's track to South Omaha and between Lincoln and Beatrice as well as a short stretch into Denver, while the Union Pacific was to have the use of the Rock Island's new line from South Omaha to Lincoln. The abrogation of these agreements virtually leaves the Rock Island in the same condition 'It was before, with the addition of over fifty leaves the Rock Island in the same condition It was before, with the addition of over fifty miles of isolated track. In the event that the Rock Island resorts to the courts to compel the Union Pacific to fulfill its contract a legal contest of perhaps two years duration would result. A ro-source to spanning the Missouri with another bridge would place the Rock Island under the necessity of closing the gap between the end of the bridge and South Omaha and between Lincoln and Beatrice, all of which would prove expensive and consume much time.

Auditor Benton Talks Out. LINCOLN, Neb., Dec. 30.-[Special Tele-gram to THE BEE.] State Auditor Benton says that the depot and viaduct bonds were sent to the state auditor's office for registration two weeks ago. Today they will be reg-

stered and tomorrow Auditor Benton will go to Omaha and, accompanied by Mayor Cushing and other officials, will deliver the bonds to Thomas L. Kimball, third vice president of the Union Pacific. Auditor Benton declares that there is no

power on earth that can deter the delivery of the bonds; that the stipulation between the city and the Union Pacific refers only to the use of the union depot, and does not in any way affect the use of the bridge over the Missouri.

The suggestions made in Tur Ben this norning, he says, cannot cut any figure now. It is too late.

Mr. Benton says he met Mr. Nash of the Milwaukee road yesterday, in Omaha, in re-gard to the shutting out of the road repre-cented he him. ented by him. "The gentlemen representing the roads

and gentlemen representing the roads shut out tried to get me to protect their in-terests," says Mr. Benton, "by saddling everything on to me. They are very smooth gentlemen, but I am on to their methods as I have known them for some time. I believe that the present trouble will be patched up before tomorrow night." As is well known, on December 27, the

The senior proprietor of this paper has been subject to frequent colds for some years, As is well known, on December 27, the Union Pacific locked its switches and pre-vented the Milwaukee from carrying out its part of the contract. Upon making this show-ing Judge Doane last night granted a tempo-rary injunction, and set the hearing for Janu-ary 2 at 10 o'clock a. m. In the meantime the Union Pacific resols are englated from interwhich were sure to lay him up if not doc-tored at once. He finds that Chamberlain's cough remedy is reliable. It opens the secretions, relieves the lungs, and restores the system to a healthy condition. If freely used, Union Pacific people are enjoined from inter-fering with the running of Milwaukee trains. is soon as the cold has been contracted, and before it has become settled in the system, it greatly lessens the attack and often cures General Agent Nash, in speaking upon the subject last night, said: This was our last resort. We tried to get in a single day what would otherwise have been a severe cold.-Northwestern Hotel Re-porter, Des Moines, Ia

Dr.Birney, nose and throat, Beebldg.

The American Idea

is that "nothing is too good for me when travel," and in consequence we have become noted as the most luxurious trav-clers in the world. That which the peofrom Chicago last night, said: le demand, the roads must supply, and thus we have also the most perfectly appointed railway service in the world. The traveler now dines in a Pullman palace dining car clear through in his journey, from Council Bluffs and Omaha to San Francisco, on the Union and Southern Pacific roads.

SIMPLIFYING THE SYSTEM.

S. H. H. Clark Begins His Work of

Lopping Off Heads.

The first step toward the centralization of authority in the Union Pacific management was made yesterday in the appointment by General Manager Clark of E. L. Lomax as general passenger and ticket agent of the entire Union Pacific system. Mr. Lomax has had the title of general pas-

senger agent for a number of years, but, under the Adams administration, really had jurisdiction only over the Missouri river di vision of the road, each of the other grand divisions of the system being supplied with a

the union passenger depot. It also sets forth the fact of the deeding of certain property to Alvin Saunders, trustee, the consideration for all of this being that the Union Depot company would construct a passenger depot separate general passenger agent. The extension of Mr. Lomax's authority does away with the position and title of gen-eral passenger agent of the various divisions company would cons at a cost of \$400,000.

eral passenger agent of the various divisions of the systems. The men who have held the the positions affected are: T. W. Lee, gen-eral passenger agent Pacific di-vision, Portland; George Ady, gen-eral passenger agent Colorado and Fort Worth divisions, Denver; F. L. Lynd, general passenger agent of St. Joe & Grand Island division, St. Joseph, with division and assistant general agents at Ogether Salt Lake The petitioner further alleges that the depot was to be open to all roads alike, upon their paying a certain rental to be agreed upon; that by collusion between the depot company and the Union Pacific road an attempt has been made to freeze out the Milwaukee people and prevent them from ran ning their trains into this city. assistant general agents at Ogden, Salt Lake, Fort Worth, Kansas City, Pocatello and

other division points. It is not announced as to what other changes will follow Mr. Lomax's promotion but it will result in the first instance in very high-salaried officials in the passenger department. Some of the present general pas-senger agents will probably be retained as division passenger men.

THE FREEZE OUT.

Mr. Stuht gives as his reason for commenc-ing suit against all of these defendants that Railroad Magnates Coming to Omaha to Talk About It. General Agent Nash of the Milwaukee road made no effort yesterday morning to cross from the Bluffs with his train, feeling satisfied that he had already sufficiently emphasized his position as regards the illegality of the freezeout by the Union Pacific. President Cable of the Rock Island road was expected in the city yesterday to take steps to enable his company to make some use of the road which it has built from this city westward. It is understood that his company and the Milwaukee have engaged Messrs. Poppleton and Woolworth of this city to contest in the courts the abrogating of the contract regarding the erosing of city to contest in the courts the abrogating of the contract regarding the crossing of those roads into this city. A well known railroad man said yesterday: "You may not have heard of it, but it is a fact neverthelees, that last summer the Mii-waukee and Rock Island entered into an agreement with the Nebraska Central for the use of the bridge of the latter and its terminal facilities in this city They also contracted with the Missouri Pa-cific for the use of its line to South Omaha. That contract was signed by S. H. H. Clark, and was forwarded to Jay Gould. But he re-fused to sign it. The wizard saw what he wanted six months in advance. This proves wanted six months in advance. This proves conclusively that Gould has a finger in this contract breaking." "The Rock Island allows the Union Pacific the right of its track to Lincoln; why should the Union Pacific oppose the entry of the Rock Island# "Jay Gould does not want any other road "Bay Gould does not want any other road to enter the territory of the Missouri Pacific as the Union Pacific would do by means of the Rock Island extention." "But Gould has control of the Union Pa-cific as well as the Missouri Pacific, and the advancement of the interest of the Union Pa-diffe, would image to his becaut. When ciffe would innure to his benefit. Why would he restrain it from entering Missouri Pacific territory?" "Because, I think his interest in the Mis-souri Pacific is greater than that in the Union Pacific."

service and his promotion was considered as as well a well deserved reward. He re-mained in the city during the day renewing old acquaintances and left for his new post of duty last evening. τ_{12} Milwankse Officials Take Their Case Against the Union Pacific Into Court.

THE CASE SET FOR HEARING ON JAN. 2.

INJUNCTION.

Ernest Stuht Granted an Order Temporarily Restraining the Delivery of the Depot and Viaduct Bonds.

AN

General Solicitor Fish of the Milwaukee road arrived in the city yesterday afternoon, and, as a result, at 8 o'clock last night inproceedings were commenced junction against the Union Pacific company. The petition filed in the office of the clork of the district court sets forth the fact that on April 30, 1890, at the request of the officials of the Union Pacific road, the Milwaukee entered into a 999 year contract, on which \$3,750 was to be paid annually for the privilege of using the Union Pacific track between Council Bluffs and Omaha, and for the privilege of running into and using the new Tenth street

THE VIADUCT BONDS.

Ernest Stuht Secures an Order Pre

venting Their Delivery.

the petition sets forth all of the facts con

fight.

THE LICENSE BOARD.

A Number of Permits to Sell Liquor Granted Yesterday.

The Shiving Lights

The fire and police commission held a session as a license board yesterday afternoon . Liquor licenses were granted as follows Michael Burke, 2824 Farnam; William J. Lemp, 1517 Nicholas; August Schroeder, 2401 Cuming; Nicholas Yeager, 1108 Far-This was our last resort. We tried to get along without, trouble, but were blocked at every tura. We considered the matter before we applied for the injunction, and fully understood what we were going into. To-day we shall run our Chicago trains into the depot, and shall con-tinue to do so until ordered by the court to discontinue them." nam; Slup & Kremell, Fourteenth and Wil liams; Julius Treitscke, Thirteenth and Howard; Gram & Jeasen, 2001 Cuming; Gustave Rudeiph, 2816 Cuming; Hoffman & Kuca, 524 South Thirteeath; Bernard Boyle, 1635 North Twentieth street; Jerry O'Grady, 1635 North Twentieth street; Jerry O'Grady, 1024 Douglas street; Anthony Weber, 413 North Sixteenth street; P. F. Andreser, 1520 Dodge street; J. E. Markel and Thomas Swobe, 115 South Thirteenth street; Chrisiscontinue them." Superintendent Goodnow, who arrived Swobe, 115 South Thirteenth street; Chris-tian Wuetrisch, 1024 Dodge street; Frank F. Bellamy, 101 South Twelfth street; Goodley F. Brucker, 1418 Harney street; Thomas Collopy, 1601 Vinton street; H. W. Dunwall, 1121 South Sixth street; Leonhard Kurst and Emil Durr, 407 and 409 South Tenth street; John Donohoe, 203 North Sixteenth street; Fritz Reimers, 1102 South Sixth street. "All the Mirwaukee wants in the matter i fairness. We made our agreement in good faith, and then bought \$100,000 worth of Omaha and South Omaha property, which we would be prevented from using to any purpose should the Union Pacific carry out the policy that it has adopted."

street The following cases in which there have

been protests filed will be taken up on Friday next at 2 p. m.:

Fritz Pinzercamp, 708 South Sixteenth street; John Simerack, 1315 South Thirteenth street; W. W. Thompson, 1517 Douglas street; Daniel Young, 916 North Sixteenth It now looks as though some of the citlzens were about to take a hand in the railroad street; Eldrige Floyd, Frank Sautter, 923 Bancroft street; John Didam, Thomas Cum-Late last night Ernest Stuht commenced suit against the city of Omaha, Richard C.

Cushing as mayor, Charles Goodrich as comp-The case of Charles Black and severa others in which Mr. Rosewater has filed a protest based upon a question of law will be troller, Thomas H. Benton as auditor of pub lic accounts of the state, Alvin Saunders trustee, the Union depot company and

heard at 2 p. m. on Saturday. Butts Brothers have been charged with selling liquor on Sunday and will have a Thomas L. Kimball, president of the Union nected with the voting and issuing of the \$150,000 of bonds to aid in the construction of

hearing on Friday at 2 p.m. License was refused August Grube, who keeps a place near Park, on Thirtieth street. The board passed a 'resolution instructing the secretary to return his receipt for \$1,000, and the city treasurer to refund the money to Grube

Pin This in Your Hat. And you will then know that the

largest auction sale of city lotsever held in the southwest, and the great oppor-tunity for investments takes place at Aransas Harbor, Texas, January 7 and S.

More Help at the Poor Farm.

ning their trains into this city. The plaintiff further alleges that the depot is in no wise similar to that represented by the sketch presented to the city coun-cil and to the people before the bonds were voted, being much smaller, and cheaper; that up to this date the vouchers show that only about \$30,000 has been expended upon the structure, though it is well under way and up to a point where it would have required the ex-At the session of the board of county com missioners to be held this afternoon, the members will pass upon the question of whether or not Superintenden Mahoney, of the poor farm, shall have an additional supthe poor farm, shail have an additional sup-ply of help to run the new hospital. The members of the committee on the poor farm have looked the premises over, and undoubt-edly they will recommend the employment of the following additional help: One clerk at salary of \$50 per month and board; one watchman, \$25 and board; one male nurse, \$20 and board; two chambermaids, \$18 each; one assistant encineer \$50 and one assistant point where it would have required the ex-penditure of at least \$150,000 had it been built according to the sketch submitted.

A Charming Memory.

Captain Rogers' Funeral.

Backed by Powerful Influences.

The City of Aransas Harbor, Tex., is

packed by the railroad influences, also

the company to whom the congress of the United States granted the exclusive

right of obtaining deep water over the

District Court.

Judge Clarkson spent most of yesterday

afternoon in hearing arguments in the case

vorced wife, Fanny Gaden, for the posses

Go On a Visit.

Here is a chance to go home and visit the old folks during the holidays. The

round trip tickets to all Kansas and Ne

braska points for one-third fare

WORLD'S FAIR DOINGS.

A Move to Discover Circulators of De-

rogatory Stories.

headquarters this morning.

bar at Aransas Pass.

ary 5, 1891.

in that hitherto attempted.



Miss Nellie Rosewater returned Monday evening from a four weeks' visit in the east. The Misses Boulter are spending the holi-days at Fremont, the guests of W. D. Thomas,



D

Presentation GIFTS: S. RAYMOND,

Diamond Merchant.

INSPECTION INVITED OPEN EVENINGS

essary for patient to come here we agree to pay railroad fare both ways, all hotel bills and refund your money if we do not cure you. Write for particulars; do not be humbugged any longer. We are financially responsible with \$300,-

The course of the Union Pacific, it is held, shuts off the promised fast trains and better service between Omaha and Lincoln, imited trains to Denver and the mountains, and keeps another eastern road out of Omaha. The Rock Island is prevented from opening **Omaha's Great CarnivsL**

The grand carnival and masquerade ball, which takes place at the Coiiseum this evening, will undoubtedly be a grand success. Many have ordered costumes from the cast. A special artist has been engaged to decorate the building. The Coliseum has been transformed into a fairy palace. The following are some of the citizens who have engaged family boxes: Box E, Hon, James E. Boyd; box C, Hon. R. C. Cushing; box A, Hon. W. J. Broatch; box D, C. J. Bell. Gevernor Thayer and staff are expected from Lincoln. The little queen, Corinne, and com-

Lincoln. The little queen, Corinne, and com-pany will occupy two of the boxes as specta-tors after their performance; and many others will participate in the festivities and help ring out the old, ring in the new. F. A. Balch, proprietor of the Barker hotel will serve refreshments. Costumers will be on hand to supply any who will want to mask. Ladies' and gentlemen's dressing rooms have been arranged for. Over eight hundred tickets have been sold to parties who intend to come on masque. The Mystic Circle has gone to an enormous expense to make this Omaha's first and grandest car-nival an elegant affair. nams treet, Omaha, Neb

nival an elegant affair. Two bands of music, one for the promenad-ers and the other for dancers, have been engaged. The street cars will run all night, and in fact every arrangement possible has been made to have everybody enjoy themselves with comfort.

The originals of the certificates of cures effected by the use of Ayre's sarsaparila are kept on file at the office of the J. C. Ayer company, Lowell, Mass. Probably no simi-lar establishment in the world can exhibit such a mass of valuable and convincing tes-

Through coaches-Puliman palace sleepers, dining cars, free reclining chair cars to Chicago and intervening points via the great Rock Island route. ', office 1602, Sixteenth and Farnam.

Dr. Birney, nose and throat. Bee bldg.

at the present time he does not know where the bonds are, but if they are in the hands of Mayor Cushing or Comptroller Goodrich Mayor Cushing or Comptoller Goodrich be wants to prevent them from de-livering them to Auditor Benton; and if they are in the hands of Benton he wants to prevent him from turn-ing them over to Mr. Kimball, president of the depot company, and if in the hands of Kimball, to prevent him from disposing of them. No improvement have been so marked, so signally perfect in attainment, in the last few years, as the numerous luxuries

them. This showing was made before Judge Doane last night, an injunction granted and the case set for hearing January 5, at 10:30 a. m. This same injunction prohibits the dis-posal of any of the real estate now held by Alvin Saunders as trustee.

Mr. Nash Replics to Auditor Benton. General Passenger Agent Nash of the Mil-

waukee road takes exception to the statement in last night's BEE, purporting to come from State Auditor Benton. He says that he last week in San Diego, were laid to rest in never attempted to influence Mr. Benton in P rospect Hill cemetery vesterday afternoon. any way regarding the depot and viaduct The funeral procession proceeded from bonds, and that all such statements Maul's undertaking rooms at 2 p. m. The reare misrepresentations of the facts. Mr. Nash says that he told Mr. Benton that mains were followed to the cemetery by a number of the military friends fo the de-parted soldier. the Milwaukee road was not interested in the matter and had no quarrel with the Union Pacific or the depot company. Said Mr. Nash last night: "Under no circum-stances would we attempt to do anything to invalidate the bonds, and I cannot under-tend why Mr. Beaton made his statement." The pall bearers were: Captain Stanton, Major Bell, Major Baker, Captain Ayers, Captain Ray and Lieutenant Worden. stand why Mr. Benton made his statement.'

Bad drainage causes much sickness, and bad blood and improper action of the liver and kidneys is bad drainage to the human system, which Burdock Blood Bitters remedy.

Washington and Oregon.

This new empire of the northwest is attracting universal attention and the reason for this is the almost unlimited of Charles H. Gaden, who is suing his diresources that have recently been opened and the surprising growth of this region. sion of the six-year-old boy, the issue of the Large agricultural areas; vast forests marriage. Tom Carroll, who was convicted of burg-larizing the residence of Dr. Luddington, succeeded in giving bail in the sum of \$2,000 and immense deposits of precious metals are to be found in Oregon and Washington, and by reason of the varied natural resources of the country this section offers unequaled opportunities for the investment of capital and location of inand was released pending the trial of the case in the supreme court. dustries that are not surpassed by the older sections of the United States. The Union Pacific on account of its fast time, through Pullman sleepers and din-ing cars, free reclining chair cars and free colonist sleepers from the Missouri river, is conceded to be the favorite route for persons going to either Wash-ington or Oracon going to either Wash-Union Pacific will sell on December 24, 25 and 31, 1890, and January 1, 1891, for the round trip, good returning Janu-

ington or Oregon. For pamphlets fully descriptive of the above named states, or for rates, time of rains or any information pertaining to the Union Pacific, call on or address your nearest ticket agent or the undersigned, who will most cheerfully furnish any information that may be desired. A. P. Deuel, city ticket agent, 1302 Far-

Will Make a Great City.

All the different forces and interests essential to the building of the largest city on the gulf coast, after months of negotiations have combined to make Aransas Harbor, Tex., the largest city in the whole southwest. Great auction sale of lots January 7 and 8.

F. W. Vail Promoted.

F. W. Vail, who was in the railway mail service, running between Omaha and Ogden, with headquarters in this city, has been promoted to the position of assistant general superintendent of the mail service in Oregon, apprintendent of the mail service in Oregon, Idaho and Washington. Mr. Vail was well "From what I hear," continues Mr. Fialnes. "From what I hear," continues Mr. Fialnes. "our exhibit will startle all other states west of the Mississippi." Members of the state board of agriculture now in the city have notified the director-tion with feelings of pleasure. He was con

one assistant engineer \$70, and one assistant fireman, \$30 per month and board. where they will take part in a concert tonight.

Mr. Norman Macleoad, manager of the American correspondence bureau, London, is in the city, homeward bound from a visit to the Pacific slope.

Last Saturday morning Mrs. James E. Boyd, Miss Margaret Boyd and James E. Boyd, jr., arrived in Omaha from San Fran-cisco. They have been absent fifteen months, Mrs. Boyd and her son sojourning in San Francisco and southern California, and Miss which have been introduced in transcontinental travel. Instead of harrowing recollections the tourist now has left to him when his journey is completed, a charming memory of perfect train ser-vice and palace dining cars. The ar-rangements this winter for dining cars Margaret meantime taking a pleasure trip to Japan. Governor-elect Boyd has engaged Japan. Governor-elect Boyd has engaged apartments for the winter in the new hotel in Lincoln and will remove his family thither next week. On account of her poor health, however, it is likely that Mrs. Boyd, accompanied by her son, will leave shortly for Sutherland, Fla., to remain till spring. Miss Boyd will remain in Lincoln with her father. on the Union and Southern Pacific roads is something far in advance of anything The mortal remains of the late Captain W. W. Rogers of the Ninth infantry, who died father.

As A Rule

Your own feelings will tell you, when you are in need of a tonic or Blood purifier. A lack of energy, a tired feeling, depressed spirits are good indications that the blood is sluggish and your system is out of order.

"I HAVE U EDS. S. S. FOR DE-BILITY HE ULTING FROM CHILLS AND FEVER, AND HAVE FOUND IT TO BE THE BEST TO NIC AND APPETIZER THAT I EVERTOOK. TALSO PREVEN .-ED THE RETURN OF THE CH LLS." A. J. ANYLIN, EUREKA, SPRINGS, ARK.

Books on Blood and Skin diseases free, THE SWIFT SPECIFIC CO., ATLANTA, GA.

Who rules in this town? . Depends on the question up.

The lamp-chimney question-what sort do you break?

Whatever sort your dealer deals in.

How, do you think, he selects his chimneys?

He buys those that cost him least; he can get the regular CHICAGO, Dec. 30. - Special Telegram to THE BEE.]-Promoter-General M. P. Handy price for them; and the faster they break the more he sells. began work in earnest at the world's fair That's how he reasons. -

"One of the first efforts of the department Tell him you want Macof publicity and promotion will be to discover beth's "pearl top" or "pearl glass," tough glass, transparent, clear, not foggy, fine, of right shape and uniform. Tell him you'll pay him a nickel more a piece, and that will cover his extra costs twice over. Tell him you don't propose to break any more. Try your hand at ruling. Pitusbarg. GRO. A. MACBETH & CO.

Use the SMALL SIZE (40 little baars to the bot-tile). They are the most convenient: suit all ages. Price of either size, 25 cents per bottle.

BILE BEANS



MANHOOD RESTORED. "SANATIVO," the "SANATIVO," the "Sanativo," the terminal of the second second second "Sanativo," the "Sanativo," the "Sanativo," the "Sanativo," the "Sanativo," the terminal second second such as Weak Mem-ory, Loss of Brain Power, Headache, Wakefulness, Lost Manhood, Nervous-ness, Lassitude, all drains and Loss of terminal second second second terminal second se Douglas and 15th Streets.

P. WINDHEIM,

EYE AND EAR,

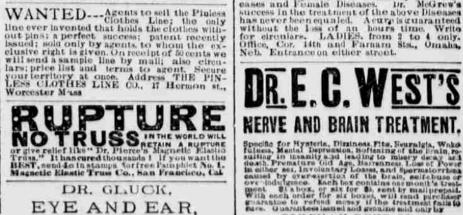
Barker Block, 15th and Farnam. Telephone 658

Kuhn & Co., Cor. 15th & Douglas Streets, J. A. Fuller & Co., Cor. 14th & Douglas Streets, A. D. Foster & Co., Council Bluffs, Iowa. DR. MCGREW,





PRIVATE DISEASES Stricture, Syphilis, Lost Minhood, Skin Dis-cases and Female Diseases. Dr. McGrew's success in the treatment of the above Diseases has never been equaled. A curp is guaranteed without the loss of an hours time. Write for circulars. LADIES, from 2 to 4 only. Office, Cor. 14th and Fhrnam Sts., Omaha, Neb. Entrance on either street.



GOODMAN DRUG CO.

1110Farman Strept. -

the source whence all of the European reports derogatory to the fair originate," said Mr. Handy. "Apparently the papers that print these reports are being mislat by some one or some organized clique of men, who have an object in heaving contumely upon Chicago. The papers cannot do it out of sheer hatred. Every force at our command will be employed to ferret out the guilty ones." Commissioner J. W. Haines of Nevada writes that Governor-elect Colcord has an-nounced that he will embody in his message to the Nevada legislature, which assembles

January 9, a suggestion for a very large state appropriation. "From what I hear," continues Mr. Fialnes.

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