THE CITY.

Mike Kearns was sent up by Judge Helsley for thirty days for vagrancy.

Miss Emma Monzingo, clerk in the secretary's office of the board of education, is on the sick list.

J. H. Elwell helped himself to Mr. Wilcox's horse and buggy yesterday and drove away without the knowledge or consent of the owner. He was overhauled before he had gone far and locked up. He was under the influence of liquor.

Several years ago Chamberlain & Co. of Des Moines, Ia., commenced the manufacture of a cough syrup, believing it to be the most prompt and reliable preparation yet produced for coughs, colds and croup; that the public appreciate true merit, and in time it was certain to become popular. Their most sanguine hopes have been more than realized. Over three hundred thousand bottles of Chamberlain's Cough Remedy are now sold each year, and it is recognized as "the best made" wherever known. It will cure a severe cold in less time than any other treatment. For sale by all druggists.

To Domestic Help.

We have kept a large portion of the Parisian cloak company's bankrupt stock which we have not shown and will not place on sale till Thursday afternoon at 2:30 o'clock, so as to give an opportunity to the domestic help who have little other time at their disposal to get a share of these beautiful new goods at about half price.

Remember Thursday afternoon.

N. B. FALCONER.

SOUTH OMAHA NEWS.

Surprised at Thirty-Nine.

The pleasant home of Mr. and Mrs. Charles Ziegler, Twenty-third and K streets, was filled with friends Monday night, who took advantage of Mr. Ziegler's thirty-ninth birthday to surprise him and enjoy a pleasant, social evening, and at the same time to confirm the merited friendship of more than two scores of well wishers. A lunch was served, adding much to the pleasures of the evening.

Birthday Surprise.

The thirty-second birthday gave friends of E. R. Button, Twenty-second and J street, a wished-for opportunity to manifest their friendship and appreciation; so unannounced, a household filed in Monday night and made that pleasant home as light as heart could wish and as pleasant as that meriting couple could desire. Music and lunch were of the amusements and all were spiced with congratulations and good wishes.

Notes About the City.

Oscar Mardis is sick.

Miss Minnie Rafferty has received word of the serious illness of her father in Iowa.

George H. Gratiot has gone to Galena, Ill., called there by the dangerous illness of a relative.

John Bauer of Walnut, Ia., on his way way home from Miles City, Mont., is visiting his brother, W. F. Bauer.

Manager W. L. Holland and wife, of the telephone office, who have been visiting friends in Lincoln, have returned.

Miss Lillian Stott, of the postoffice news room, who has been detained at home some days by illness, is better and is able to resume her duties.

Sanders Welch of Chicago, who has been at the bedside of his sick father in David City, is visiting his cousin, L. T. Martin, and from here will return home.

The Ladies' Aid society of the Presbyterian church will meet this afternoon at 2 o'clock at the residence of Mr. and Mrs. W. F. Scott, H street, between Twenty-seventh and Twenty-eighth.

MORSE'S.

Cloaks One-Third Off.

What cloaks we have left are choice styles, have high shoulders and were all bought for this season's trade; we have included all of our sealskins and fur capes, cloaks, circulars, etc. All of our children's cloaks, all of our ladies' jackets, stylish wraps, etc., and will give you 33⅓ per cent discount from regular prices.

THE MORSE DRY GOODS CO.

Railroad News.

An ominous quiet prevailed about the Union Pacific headquarters. Even the rumors, which have been flying thick and fast of late, were conspicuous by their absence and a feeling of uneasiness pervaded nearly every department. Heads of departments were busy exchanging visits and whispered consultations were being held in the various sanctums. The burden of these was, "Have you heard anything?" In each case the answer was an expressive shrug of the shoulders and a shake of the head. The arrival of General Manager Clark has put many of the officials on the anxious seat and the uncertainty under which several of them were chafing was plainly depicted in their faces. No one knew on whose neck the axe would fall next and, naturally, a great deal of thought was devoted to this very interesting subject.

C. S. La Follette of Peoria, Ill., the traveling passenger agent of the Big Four route, is in the city.

George Jenkins of Dubuque, Ia., traveling passenger agent of the Pennsylvania lines, is in town.

Some remarkable cures of deafness are recorded of Dr. Thomas' Electric Oil. Never fails to cure earache.

ANNOUNCEMENTS.

This morning at 9 o'clock the sale opens for the engagement of Joseph Murphy, Thursday evening next at Boyd's opera house. Mr. Murphy's performances in this city are always well patronized, for the reason that he never disappoints his audiences. His company this season is the best he has ever had, and his plays are more elaborately mounted. On Thursday and Friday evenings next Mr. Murphy will produce his play "Shuan Rhue;" on Saturday night the beautiful play "The Kerry Gow" will be the bill, and on Sunday evening his new play by George Fawcet Rowe, "The Donagh."

Mr. J. J. Brady, representing Charles Frohman's new attraction, "All the Comforts of home," written by William Gillette, author of "Held by the Enemy," "The Professor," etc., is in the city. His attraction will be at the at the Boyd during the first three evenings of next week.

"A Cold Day," which will be the next Sunday night attraction at the Grand, at popular prices, is a musical extravaganza, a mixture of music, fun, clever imitations and many eccentricities. The Buffalo News says: "The singing was admirable and the performance, as a whole, was very clever."

The German association of this city will give a representation of "Das Goldene Kreuz" ("The Golden Cross") at Germania hall on Sunday evening next. Frequenters of the German theater will be pleased to learn that Miss Ida Corut of Hamburg, Germany, will appear for the first time in this city. Miss Cordt created quite a favorable impression in Europe, and she carries with her testimonials from leading citizens of Hamburg, certifying to her great ability as a songstress and actress. She is a fascinating soubrette and a thorough artiste in every sense of the word.

The Eden Musee this week is presenting one of the wonders of the modern times, John Hanson Craig, the Hendricks county wonder, weighs 907 pounds, being without doubt the heaviest man on earth. The Halls, in their novelty, deserve special mention. They show how a make-up is conducted and then do one of the best black-face turns ever presented at this house. All the other features are good and go toward making up a first-class specialty performance.

THE SCHOOL LAW.

Synopsis of the Bill Prepared by the Omaha Board.

The following is a synopsis of the bill prepared by the board of education which will be introduced at the present session of the legislature relative to public schools in metropolitan cities:

Section 1 provides that the board of education in each metropolitan city shall have corporate powers and shall have the title to all school buildings or other property, real or personal, within the limits of the district, and shall have exclusive control of the same for all purposes contemplated in the act.

Section 2 provides that the schools shall be free to all children of school age.

Section 3.—All property in the city, except such as is already exempt from taxation, shall be subject to taxation for all school purposes.

Section 4.—Affairs of the school district shall be conducted exclusively by the board of education.

Sections 5 to 15 inclusive, provide for the election of members and officers of the board and define their duties.

Section 16 provides for the annual enumeration of all children of school age in the district.

Section 17 relates to the examination of applicants for teachers' positions, and provides for an examining committee constituted as the one now existing.

Section 18 makes it unlawful for any member of the board to have any interest, direct or indirect, in any contract awarded by the board.

Section 19 relates to the selling of school board property and makes a two-third vote necessary for any such sale.

Section 20 relates to the issue of bonds and is not different from the present law.

Section 21 provides for the submission to the city council during January of each year an estimate of funds required for support of the schools.

Sections 22 and 23 limit the annual school tax to 2 per cent on all taxable property, and provide that the tax shall be subject to the order of the board.

Sections 24, 25, 26, 27 and 28 provide that the board may borrow money upon bonds which have been issued on a vote of the people, and define the manner of issuing and providing for the payment of bonds.

Section 29 provides for the condemnation of private property for school purposes. It is as follows:

"Whenever the board of education herein provided for shall deem it necessary to appropriate private property for the use of the school district for sites on which to erect school buildings and such appropriation shall be declared necessary by a two-thirds vote of all the members of said board, the president of the board shall, subject to the approval of the board, appoint three disinterested freeholders of the city, who, after being duly sworn to perform the duties of their appointment with fidelity and impartiality and after giving due notice to the owners of the property sught to be appropriated, shall assess the damages to the owners of the property respectively sought to be taken by such appropriation. Such assessment shall be reported to the board for confirmation, and, if the same shall be confirmed, the damages so assessed shall be paid to the owners of such property, or deposited with the treasurer of the board subject to the order of such owners, respectively, after which such property may at any time be taken for the use of the school district. If the assessment be not confirmed by the board, proceedings must be taken now to assess the damages. In all cases of damages arising under the provisions of this section, the party or parties whose property is sought to be taken by the provisions of this section shall have the right to appeal from such assessment of damages to the district court of the county in which such property is situated within thirty days after the assessment provided for in this act, and in case of such appeal, the decision and finding of the district court shall be transmitted by the clerk thereof, duly certified, to the secretary of the board of education, to be filed and recorded in his office, but such appeal shall not delay the appropriation of the property sought to be taken, and in no case shall said school district be liable for the cost on such appeal unless the owner of such real estate shall be adjudged entitled upon the appeal to a greater amount of damage than was awarded by said freeholders. The remedy of appeal herein allowed shall be deemed and held to be exclusive, and no person shall be allowed to prosecute or maintain any original action to recover any damage the assessment and payment of which is herein authorized and provided for."

The Return of Spring.

OMAHA, Neb., Jan. 27.—To the Editor of THE BEE: I notice by an article in Sunday morning's paper that your reporter has amplified a brief conversation with me so that he gives to the public utterances which distort the facts and place Mr. H. J. Smith in an unfavorable light.

Mr. Smith's relation with the Omaha art exhibition association are fully set forth in the contract between him and the association, and his status fully settled to his satisfaction and ours.

Our position in regard to the picture which was the sufferer from Warpingtou's lanatic is fully explained by the following letter to Boussod, Valedon & Co., the owners of the picture:

"We are legally advised that our association is in no way responsible for any injury the picture may have sustained, but under the circumstances we are willing to pay a reasonable price for its restoration or will send it to Paris and have it restored."

Trusting you will give this room I remain yours very truly,

ROBERT W. PATRICK,
Secretary Omaha art exhibition company.

Death of Mrs. Hardy.

Word was received yesterday of the death at Big Rapids, Mich., of Mrs. Almira Hardy, the mother of Mrs. Harry Haskell and sister of J. B. Reefield of this city.

The deceased was a former resident of Omaha and her noble qualities won her many warm friends here, who will be pained to learn of her death and will sympathize with the members of the afflicted family. Mrs. Haskell was with her mother at the time of her death.

THE INTERSTATE BRIDGE.

The Time it Will Reasonably Take to Complete the Work.

OMAHA, Neb., Jan. 27.—To the Editor of THE BEE.—The following editorial was in THE BEE of Monday:

One of the resolutions of the real estate exchange concerning the bridge charter reflects unjustly on Senator Paddock. The amendments suggested by the senator are not obstructive, as the exchange declares, nor does he insist that the bridge be completed in one year. He wants active work to begin within one year and the completion of the structure within two years. The members of the exchange should post themselves on the facts and not swallow assertion for truth.

Telegrams were received from Washington to the effect that Senator Paddock was opposing the interstate charter, and upon hearing this many parties telegraphed to him their regret. He thereupon denied opposition, but claimed that he only wanted to add certain amendments.

Section 8 of the bill as introduced by Senator Manderson, published in THE BEE, reads as follows:

Sec. 8. That this act shall be null and void if construction of said bridge shall not be commenced within one year and be finished within three years from its passage.

From THE BEE we also find that—

Senator Paddock says he desires to amend the bill so as to require the commencement of construction not later than January 1, 1892, instead of two years from the passage of the act, and that it shall be completed on or before January 1, 1896, instead of February, 1894.

This does not allow a year, as you state, but only eleven months, and possibly only ten months, in which to begin work.

Now, what must be done before work can begin? I understand that the preliminary plans for this bridge have been already drawn; but any company would be reckless indeed to incur the large expense of detail drawings and specifications before it had a charter to build. It would be unreasonable to expect this, and while I do not know, I think I am safe in assuming that the Interstate company has not. If they have, the amendments made in the charter will require radical changes. It will be necessary then—

First, To prepare detail drawings and specifications. How long will this require? I cannot tell, but we all remember the months we waited for them for the new city hall after the competitive "plans" had been submitted and the architect selected. The city hall is a work of hardly more than one-fifth the magnitude of the bridge contemplated by the Interstate company.

Section 2 of the charter as published in THE BEE is as follows:

Sec. 2. That said bridge shall not be built nor commenced until the plan and specifications for its construction have been submitted to the secretary of war for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan of construction of said bridge at any time such change shall be subject to the approval of the secretary of war; and any change in the construction, or any alteration of said bridge that may be directed at any time by congress or the secretary of war, shall be made at the cost and expenses of the owner thereof. That said bridge shall be constructed without interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and in order to secure that object the said corporation shall submit to the secretary of war for his examination and approval a design of and drawing for said bridge, and a map of the proposed location, giving fort he space of one mile above and one mile below such proposed location, the high and low water lines upon the banks of the river, the direction and strength of the currents at all stages of the water, with soundings accurately showing the bed of the stream and the location of any other bridge or bridges, such maps to be sufficiently in detail to enable the secretary of war to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full understanding of the subject; and until the said plan and location of the bridge are approved by the secretary of war the construction of said bridge shall not be commenced.

These plans and specifications must then be submitted to the secretary of war for his approval, and any changes he demands must be made.

What sane man doubts that this will consume several months?

We have only to look at the now celebrated block No. 86 and our new postoffice to appreciate the rapidity of governmental red tape.

Second, The location must be selected. To do this necessitates the most careful surveys, soundings and borings to ascertain the depth and condition of bed rock. I have inquired of a competent engineer the time necessary for this, and he says it cannot be done properly in less than thirty to sixty days. Of course this has not been done. No one expects that the company has gone to the large expense of locating a bridge before they have a right to build it.

Third, After the exact location of the bridge has been selected, surveys must be made (to take old surveys would be a fraud on the government) and a map prepared of the proposed location, etc. (See section 2 of charter above.) I have asked an engineer who has had years of experience in work on the Missouri river, and who did this work for the bridge now in course of construction at Sioux City, what time should be allowed for this, and he says nine months was occupied in making surveys, borings, drawings and specifications for the Sioux City bridge, after the charter had been obtained and the preliminary plans had been completed, and it would not be safe to figure on a less time for the Omaha bridge.

Fourth, After all this has been done and the sanction of the war department is finally obtained and permission given to go ahead with the work, the plans and specifications must be submitted to contractors of all kinds and from all places.

Fifth, After the contract is awarded the contractor must make his arrangements, collect his material and men and get them on the ground. This cannot be done in a day or a week. An anxious public waited many weeks for the plans and specifications of the union depot and viaduct and when everything seemed ready we waited many more weeks for the work to begin. I have gone into this detail to convince you that the preliminary work necessary before the real construction of the bridge can be commenced will require all, or nearly all, of the ten or eleven months left of this year after the passage of this charter. Senator Paddock's amendment, as published in THE BEE, requiring the bridge to be completed before January 1, 1893, will give only about one year for the actual work of building the bridge. Such a bridge as Omaha wants and such as described in the charter cannot be built in one year. Will this amendment give us a better bridge? Does it make more certain the possibility of getting one? Will it not rather cause a conservative corporation to hesitate to accept the charter and enter honestly upon the work of construction when the chances are that they may be unable to comply with its terms, and may find themselves, after large expenditure, with an unfinished structure and a void charter?

The real estate exchange did not say more than this:

Resolved, further, That a railroad bridge such as Omaha now demands cannot be properly constructed in one year, and we consider the amendment of Senator Paddock requiring this as obstructive.

OMAHA ENTERPRISE.

Mr. J. R. Phelps of the firm of Phelps & Co. has returned from a business trip to Leavenworth, Kan.