the books of the First ward will sho

values, the books of the First ward will show how he has assessed other property in the vicinity. The Goodman drug company build-ing he places at \$10,000; the Bemis bag fac-tory, \$11,000; the Troutman building, \$9,000;

the Bushman building, \$10,000; the Moline-Milburn building, \$10,000; the Ames build-ing on Lower Faranam, \$9,000 and the Mulvi-bill building, \$10,000. Most of these buildings are smaller than the electric light company's

building, each occupying a single lot, while

that of the light company occupies three lots, to say nothing of the cost of engines, boilers,

dynamos and machinery that is contained in

dynamos and machinery that is contained in the light company's building. On the value of personal property, the judgment of Mr. Ehrenpfort is even worse than upon real estate. Not only this, but he

could not find property when he got down in the vicinity of the foot of Jones street as the following schedule of personal property

of the electric light company, taken from his

Steam engines.....\$ 5,000

Tools, etc..... 5,000

 Sofa.
 20

 Office furniture.
 25

 All other property.
 5,400

A Gain in the First

The clerks who are working on the assess-

ment books have completed the footings of

the personal property of the First ward. The

figures show a valuation of \$540,905, a gain of about \$15,000 over last year.

A Delinquent Assessor.

Assessor Cosgrove, who listed the property

of the Third ward, having failed to return his

book, the commissioners tired of waiting and

sent an officer after the man and the docu-

Do not forget that Haller's Pain Paralyzer will cure all cases of dysentery, relieving the

griping pain and restoring the bowels to

PERSONAL PARAGRPHS.

John Oliver, a leading business man of

Modale, Ia., is in the city and called on THE

Captain Price, wife and sister of Liver-

pool, England, are in the city, guests of their

Miss Faunie Arnold, who was injured se-verely through being thrown from a car-

riage Wednesday evening, was much better ast night. Her ankle was painfully bruised,

Mothers will find that Halter's Pain Par-

alyzer is a sure and pleasant cure for dar-

incle, Mr. James McVittie.

but is improving nicely.

own book, will show;

### THE BATTLE OF THE TITANS,

Great Legal Pight Between the Opposing Railroads Commenced.

JUDGE WITHROW'S STATEMENT OF FACTS.

Pertinent Problems Affecting the Rights of the Rock Island Good to Use the Union Parific Bridge.

The case of the Rock Island vs. the Union Pacific railway company came up for final hearing in the United States court yesterday before Associate Justice Brewer of the United States supreme court and District Judge Dundy.

en court opened the court room was well filled, among those present being many prominent citizens and a number of attorneys who were not directly interested in the case but wanted to witness the battle between the big legal lights who have charge of the

The Rock Island was represented by General Solicitor T. F. Withrew of Chicago, M. A. Low, general attorney for the Rock Island west of the Missouri river, J. M. Woolworth, A. J. Poppleton and C. S. Montgomery of Omaha. President Cable was also present. On the same side of the table were Judge Cary and General Solicitor John T. Fish of Chicago, representing the Milwaukee road. The Union Pacific was represented by General Counsel John F. Dillon of New York, General Solicitor John M. Thurston, Assistant General Solicitor W. R. Kelley, and A. L. Williams, general attorney for

The large table in the court room was completely covered with the country own was com-pletely covered with the voluminous filings, depositions and briefs in the case, together with railroad maps of the country west of Chicago and ponderous law books. Attorneys on both sides agreed that the

hearing of the case would occupy three days of five hours each, and Judge Brewer an-nounced that he would be obliged to leave the city Saturday evening.

The case opened with an application by Judge Thurston for leave to file a stipulation to the effect that the Rock Island had filed articles of incorporation in the office of the secretary of state in Nebraska on January 4, 1889, and also a certificate to the effect that this was all there was on file in that

This was objected to by attorneys Withrow and Poppieton on the ground that ample time had already been given the defendants to file anything they desired and the introduction of any more evidence would require further time for the hearing of the case. The court ordered the case to proceed and reserved decision on the application until it

shall have appeared whether such evidence is material and necessary.

After this preliminary skirmish the case was actually opened by Judge Withrow who made a lengthy statement of facts, going over the details of the contract entered into between the Rock Island and Union Pacific. He also called the attention of the court to the map which had been presented and showed thereon the lines of the Rock Island and operated lines, alluding to the magnitude of the interest s involved in the suit. He called the attention of the court to the fact that the Missouri Pacific was a direct competitor of the Rock Island in its territory west of the Missouri river and strongly intimated that while the Missouri Pacific was not directly interested in the case on trial it would be shown before the case was finished that the

Aissouri Pacific was largely, but indirectly Judge Withrow then recited the facts relating to the efforts of the Rock Island and Milwaukee roads to secure a charter for a bridge across the Missouri, in which they were successful in February, 1890. These two roads then commenced to make arrangements for going ahead with the bridge and building their own main line to connect with their western lines. He then stated at length the efforts on the part of the Union Pacific to block the move of the Rock Island and the Milwaukee, detailing the meetings held by President Adams, Vice President Holcomb and Chief of Construction Cameron of the Union Pacific, at which this move was fully considered, and it was decided to watch fully considered, and it was decided to watch the matter. The meetings subsequently held by the Union Pacific officials and the advances made by emissaries of the company to disabade the Rock Island and Milwaukes roads from building a new bridge, but to use the Union Pacific bride and tracks between Council Bluffs and South Omaha, at a rental

to be arranged, were recited at length Details of the argument over the formula-tion of the contract were gone over at length, and Judge Withrow asserted that because Sidney Dillon, the gray-haired railread official, and his assistants had been overreached by their sharper competitors, they now appealed to a court of equity to declare ast the contract was not legal.

The contract was not legal.

The contract was drafted in Judge Withrow's room at the Millard hotel in this city and was transcribed by Judge Thurston's stenograper. This draft was in accordance with agreements made between the officials of the Union Pacific and the Rook Island and Milwaukee roads at a meeting held in New York. A meeting was held in the directors' room at the Union Pacific headquarters about the middle of April, 1890. There were present, Vice President Holcomb, Chief of Construction Cameron, General Solicitor Thurston, Assistant General Solicitor Thurston, Assistant General Solicitor Relley, for the Union Pacific; President Cable and General Counsel Withrow and M. A Low for the Kock Island, and President Miller and Joha M. Fish, general solicitor for the Milwaukee. The contract was gone over in detail and copies compared by these gentlemen. It was copied pared by these gentlemen. It was copied again and agreed to the next day by all parties, after which it was forwarded to Boston. Vice President Holcomb followed the contract and was present at the meeting of the

tract and was present at the meeting of the executive committee of the directors on April 22, 1890. The contract was approved by the executive committee, On April 30 the contract was submitted to the annual meeting of stockholders at which over two-thirds of the stock was represented. The contract was unanimously ratified by the stockholders. The contract was presented to the board of the Omaha and Republican Valley road and was ratified by the stockholders at a special meeting held July 30.

Judge Withrow then went over the contract in detail, explaining at length the interpretation of the several clauses. Continuing

protation of the several clauses. Continuing he said that the Union Pucific had entered into the performance of the contract by using the tracks of the Rock Island between McPherson and Hutchison. The Union Paelfic continued to use these tracks until two weeks after the present suit had been brought. He detailed the circumstances of the refusal of the Union Pacific to allow the Rock Island to enter upon the performance of the contract, and the sudden shutting off of the Milwaukee's use of the bridge and tracks to South Omaha. He then referred to the changes which took place in the manage-ment of the Union Pacific and alluded to the incidents which followed as characteristic of the Gould management of all roads under his

Coming to the famous letter of Government Coming to the famous letter of Government Director Plummer, Judge Withrow stated that he had been curious to know to whom Mr. Plummer alluded when he said his "attention had been called to the contract." When Mr. Plummer was put on the stand he stated that his attention had been called to the contract by Judge Dillon. He also stated that he had three interviews with Judge Dillon and several Dillon and Dil lon and several interviews with Jay Gould at the latter's house before the letter was writ-ten. The main points in the letter were jot-

tion of the court had been based on the as-sumption that the contract had never been ratified by the stockholders, whereas there was evidence to the effect that the contract had been ratified at a regular meeting of the stockholders.

Judge Witherow then took up the question of the annual rental to be paid by the Rock Island and Milwaukee for the use of the Island and Milwaukee for the use of the Union Pacific tracks. He showed, by means of maps, the territory covered by the tracks of the Union Pacific and on which it claimed the rental should be based. He claimed that the territory sought to be brought into this matter included territory to which the Rock Island made no claim and to which it was not given any right by the contract.

This concluded Judge Witherows' statement of the facts in the case and he was followed by A. J. Poppleton, who presented the

lowed by A. J. Poppleton, who presented the law and the authorities upon which the Mr. Poppleton plunged at once into his

referring to authorities to support his stand that a contract made in a regular way and approved by the proper officials and within the power of the corporation to make was presumably valid and it rested with the courts to enforce it.

The defendants had urged that the contract was not valid, because it was not rati-fled by the board of directors, but this objection was not made until after the contract had been violated and after the Milwaukee road had been carrying out its portion of the contract for six months. There was no dis-pute that the contract had been approved by the executive committee of the board of directors, and also by the stockholders. Mr.
Poppleton read from the charter
of the Union Pacific road to
prove that the corporate power of he company was vested in the stockholders. The resolution passed by the executive com-mittee of the directors provided that the contract should be approved, provided it re ceived the approval of the stockholders, thus showing that the governing idea in that com-mittee was that the approval of the stock-

holders was all that was necessary. He read from the charter a passage defining the duties of the directors and declared that the directors had no right to approve such a contract, but that it was necessary that the stockholders take such action. The resolution referred to gave evidence that this fact was well known to whoever dictated the

Passing to the question of the validity of the contracts, Mr. Poppieton held that they were not ultra vires on their face. The defendant held that no express power was given by the charter to lease its property and franchises, and that the effect of the contract would be to divest the Union Pacific of the control and exercise of its own cor-porate powers and thus disable it from the performance of its public duties. These objections, he said, were evidently based on the assumption that these contracts were leases which, Mr. Poppleton held, was not the fact, as the contracts provided that the full control of the roads and trains should

be vested in the officers of the Union Pacific, Mr. Poppleton charged that the Union Pacific was afraid that it would be deprived of the privilege of collecting tolls upon the passenger and freight traffic which passed over its bridge if the Rock Island and Milwaukee roads were allowed to haul thir own trains with their own power over the bridge He read from the supreme court report to show that where a contract was not, on its face, beyond the power of the corpora-tion by which it was made it would be presumed to be valid in absence of proof

to the contrary.
Speaking of the effort made to make it appear that the government's interests were suffering, Mr. Poppleton said that the government had not only not interfered, but had refused to do so, although Mr. Plummer traveled all over Washington to enlist the co-operation of the president, the secretary of the interior and the railway commission-

If the contracts were void Mr. Poppletor held that it must be because they prevented the Union Pacific from operating it own trains or using the seven miles of track be-tween the Bluffs and South Omaha. The contracts had not been shown to so operate, and it rested with the defendants to show that the contracts would prevent the Union

Pacific from operating its own trains.

Mr. Poppleton then quoted from the testimony of Chief Engineer Smeed of the Union mony of Chief Engineer Smeed of the Union Pacific, who stated that the capacity of the bridge would allow of the passage each way of 280 trains of forty cars each per day. Passing to the general question of the ad-vantage bossessed by the Union Pacific when

its bridge was the only one across the river, Mr. Poppleton charged that the extortionate rates charged by that road had resulted in bringing other roads and other bridges across the river and had further resulted in a depletion of the revenues of the road. He a depletion of the revenues of the road. He charged that the bridge had not been operated to its full capacity and quoted trom the testimony of Peter A. Dey, an expert engineer, to the effect that the Union Pacific bridge had never been operated to one-tenth its capacity. He further stated that it had been stated at the conference held in New York between Dillon Capacity and Admys for the Union

Dillon, Cameron and Adams for the Union Pacific and Messrs. Cable and Miller of the plaintiff roads that the capacity of the bridge was ample for the business of the three roads. Mr. Poopleton then read at length from the testimony of W. H. Holcomb in support of this statement concerning the capacity of the bridge and tracks.

Passing to the power of the Union Pacific to make contracts such as those in question, Mr. Poppleton stated that this system was built by one federal corporation and four state corporations, and the federal corporation was required to admit the trains of the state corporations upon its tracks. He quoted from acts of congress compelling the Union Pacific to operate the lines referred to as one continuous line, and from an act giving the United States circuit court jurisdic ing the United States circuit court jurisdic-tion to issue a mandamus to compel the Union Pacific to interchange business, cars, etc., with other roads. He quoted further from the acts of congress which compelled the Union Pacific to allow trains of any road to cross the bridge for a rea-sonable compensation and demanded to know what benefit these roads would derive from such privilege if they were prevented from such privilege if they were prevented from taking their trains any further than the edge of the bridge; or, in other words, if they

were prevented from passing over the tracks of the Union Pacific.

The duration of the contract, Mr. Popple-ton urred, had no bearing upon its legality. If it should appear in future years that the contract was impracticable it might be de-ciared void by some future court.

Mr. Poppleton referred at length to what he characterized as the diabolical spirit which had been manifested by the Union Pacific in abrogating these contracts and their disregard of the injunction issued by the

The hour of adjournment having arrived, court was adjourned, Mr. Poppleton announcing that he would consume half an hour n closing this morning.

Western Pensions

Washington, June 11 .- | Special Telegram o THE BEE. |-Pensions have been granted as follows: Nebraska: Original-Thomas Hill, Buckels C. Travis, James Fuller, John Albrecht, William O'Brien, William Z. Taylor, Rubia Armes, Daniel H. Thompson, David Kelly, Alfred Gray, Chauncey Hollenbeck, Thomas H. Gill, William H. Crisp alias James Kennedy, Ashahel Andrus, George W. Adamson, John Liberty, Philip McCoy, George Crow, Edmund J. Bird. Navy-Alex R. Taylor, Charles F. Eiseley, Theodore Willoughby, Frederick Donke, Sylvester Day, Elias Peterman, Thomas Osborn, John Goodwin, Sanford Mullihan. Increase—Monroe T. Bennett. Original widws-Isabel Moser, Julie Moncrier, Mary

ten. The main points in the letter were jotted down at these interviews and Mr. Plummer afterwards wrote the letter in which he asserted that the government's interests were being interfered with and advising that the operation of the contract be suspended.

Judge Withrow then proceeded to impugn the motives of the management of the Union Pacific in their actions in the matter and asserted that it was only a subterfuge to gain time and secure a better contract with the Rock Island. He charged that the officers of the Union Pacific had decided to shut out the Rock Island ten days or more before they notified the Rock island to that effect.

The hour for the noon adjournment arrived before Judge Withrow had completed his statement of facts and court was adjourned until 2 o'clock.

When the hearing was resumed in the afternoon Judge Witherow reviewed the proceedings already had in the state and fedoral courts, in which he took occasion to get in a disast Judge Dundy, asserting that he had based his refusal of an injunction against the Union Pacific on a state of things which had been shown by syndence never to have existed. In explanation he said that the ac-Iowa: Original-James D. Halle, John W.

#### LAST SOUTH OMAHA SUICIDE.

John Flook Ends His Tired Life by Shooting Himself.

BULLET SENT THROUGH HIS BRAIN.

Mental Derangement That Unfitted Him for Work Assigned as the Cause - Other News from the Magic City.

John Flook, residing at 2820 S street, committed suicide by shooting himself at 5:35 o'clock last evening.

Neighbors heard the report of a pistot, and search was instituted. The dead body of Mr. Flook was found in an outhouse. Beside him lay a 32-caliber revolver. The unfortunate man had placed the muzzle of the revolver in his mouth and fired, the shot causing death almost instantly. The ball did not touch the lips, but riddled the tongue.

Coroner Harrigan was notified and Undertaker Heafey took charge of the body and drossed it. The inquest will be held at Heafey & Heafey's undertaking room, Twenty-fourth streets, at 10 o'clock this

Mr. Flook was aged fifty-five years and leaves a wife and one son, the latter aged

ton years. The deceased had been employed in the fertilizer department of the Cudahy packing During the past two weeks the unfortunate man has not been in condition to work on account of mental troubles. Mouday last he worked, but during all the time of his laying off he has remained about home, show-ing signs of mental derangement. As far as can be ascertained the only cause

for the act was his unbalanced mind.

Mr. Flook was an industrious and econom ical man, was a good husband and father and a trusty employe. The Council's Work.

Mayor Sloane and all members of the city council were present at the council meeting Wednesday night

Ordinance No. 272, requiring a sidewalk to be laid on the west side of Twenty-fourth street from Q to Wyman, was referred. No. 273 creating Latreet into paving district No. 6, and authorizing the committee on streets and alleys to advertise for bids to pave L street from Twenty-fourth to Thirty-third street with Colorado sandstone was passed. No. 274, creating paving district No. 6, com-prising L street from the west end of the viaduct to the west line of Thirty-third street, No. 7, comprising L street from the west line of Twenty-fourth to the east line of Twenty-seventh streets, No. 8, comprising O street from the west line of Twenty-fourth street to the east end of the vinduct; No. 9, comprising Q from the west end of the via duct to the west line of Thirty-third street; No. 10, comprising Twenty-fifth street from the south line of L street to the north line of M streets and from the north line of O street to the north line Q street. No. 11, comprising Twenty-sixth street from the south line of L

to the north line of Q streets, was passed.

The finance committee was authorized to advertise for bids for the \$50,000 paving The printing committee will receive bids for

printing blank bonds.

The School Exhibit. The exhibition of school work in room 2408 N street, made by the pupils of the city, is the most interesting and creditable educational exhibition ever made in the city, and is as creditable to Superintendent Munroe and his efficient corps of teachers as it is gratifying to the board of education and the

parents of the pupils.

The room is a perfect curio hall and has been constantly thronged by interested and delighted persons. The exhibits consist of the regular routine work of all the pupils of each of the schools.

It is not only the duty, but will be a source.

It is not only the duty, but will be a source of much satisfaction to every parent to visit the rooms. The exhibition will be open to visitors Friday and Saturday during the day and evening.

Notes About the City. Mrs. Douglas Terry is down with the

Patrick Shea of the Cudahy force has gone o Boston, Mass. Dr. John Gunn of Arapahoe, Neb., is visit ing R. A. Carpenter. Gus McDonough, after a month's visit in

New York city, has returned. The new volunteer militia company wit eet this evening in Rowley's hall for drill. The Albright schools will hold a closing term plenic, Saturday afternoon in Syndicate

Children's day will be observed in the Methodist church at 11 o'clock next Sunday morning. Mayor Sloane will see that the ordinance

against stray stock grazing in Albright is en forced and the animals impounded. While at work moving a house yesterday afternoon S. P. Press got his left hand caught and two fingers were smashed. Rev. Thomas Stephenson next Monda evening in his series of lectures will deliver the first of a series on the Huguenots of

Mr. and Mrs. Charles Kalhorn extend their heartfelt thanks to many friends and neighbors for kindness shown them in their recent bereavement. Mrs. Eagan, wife of Daniel Eagan, with her son and mother Mrs. Mary Galey, who has been spending six weeks visiting friends

in Ottumwa, Ia., has returned. Building Inspector D. F. Bayless has issued a building permit to Benjamin F. Adams, Twenty-first street between H and I streets. Mr. Adams will have a neat resi-

The Plattdeutscher versen will give its see ond annual ball in Bium's hall temorrow evening. The committee, consisting of Messes. Frank Humpert, Hermann Wiese and Hans Bellmann, has made every preparation for a fatherland time. The attendance promises to be cought to the canceity of the uses to be equal to the capacity of the

Say! Do you want to remove those pimples from your face? Use Haller's Sarsaparilla and Bur-dock. It is warranted to effect a complete

RANK FAVORITISM.

The First Ward Assessor's Peculiar Idea of Values.

The assessor of the First Ward, Henry Ehrenpfort, feels hurt by the statement that appeared in Tuesday's BEE, to the effect that he has returned the assessment books and rolls of his ward uncompleted. The statement was made upon representations of the county commissioners, the county clerk and the experts who are now at work upon the

Referring to assessors, section 62 of the chapter entitled "Revonue," laws of 1889, says: "The assessor shall not be entitled to compensation until he shall have filed the lists, schedules, statements and books apper-taining to the assessment of property for such year, in the office of the county clerk the books to be accurately made and added

Mr. Ehrenpfort claims this has all been Mr. Ehrenpfort claims this has all been performed. The facts do not bear Mr. Ehrenpfort out in his claims. An inspection of the books of the first ward will show that he has added the columns of figures on each page, but they do not show that he has attempted to arrive at any conclusion as to the total valuation or real property of the ward, though the county clerk and the commissioners state that he has not completed his work until these footings have been made.

In another place the statutes state that the In another place the statutes state that the commissioners shall make their levy from the returns made by the assessor. With Mr. Ehrenpfort's books in their present condition, it will be impossible to make the lovy for the First ward until the additions in his book are completed.

book are completed.

Aside from this, the assessment roll of the First ward shows that the assessor has some peculiar and original ideas on values.

The Omaha Thompson-Houston electric light company openly boasts of having a paid up capital of \$300,000, besides \$400,000 of first mortgage bonds. The plant and principal

## BETTER POSTAL FACILITIES.

place of business is in the First ward, which makes it liable to assessment there.

The power house of the company is situated upon a tract of land, ninety-two one hundredth of an scre, and is regarded as being one of the best, buildings in that portian of the city. It is filled with costly machinery, but notwithstanding all of this the plant is assessed at bonly \$9,000, while the Metz brewery, that was built years ago and cost much less is assessed at \$18,000. To prove Mr. Ehrenpfort's idea of values, the books of the First ward will show Something Will Soon Be Done to Improve the Omaha Service.

LACK OF ROOM HAS DELAYED MATTERS.

A Local Coal Dealer Said to Have Made a Nice Little Deal to the Detriment of Competitors.

CHICAGO OFFICE OF THE BEB,

CRICAGO, June 11. There will be a post office inspector in Omaba in a short time, First Assistant Postmuster General Whitfield, who passed through Chicago today enroute to Washington, is authority for this statement. He was chosen to deliver the Memorial day address at the National cemetery in Rock Island and while west decided to inspect a number of the post offices. He visited St. Paul. Minn-

is distributed. "It was a little dangerous, I suppose," said, with a smile, "but a man in my po-

eapolis. Milwaukee and a number of the

smaller offices and has just been through the

noble rum, from which the mail of Chicago

sition must have nerve, you know." Of the postoffice at Omaha he said: "The postoffice department, as you know, has noththe stock of goods at \$17,000, and at the store of the Omaha hardware company he found \$13,600 worth of property in short order. The personal property of the Omaha elevator company he listed at \$20,600, and that of ing to do with the construction of buildings. We must depend on the treasury department for that, but after buildings have been con-structed we will see that they are suf-ficiently provided for. At least we will Fairbanks, Morse & Co. at \$15,000. go as far as the appropriations permit, trouble at Omaha has been for many Outside of the electric light property Mr. Ehrenpfort's idea of values is as high as years that the quarters were so very limited it has been impossible to increase the service as much as the work demanded, because if we other assessors, but down there his returns show that he found only a small amount of property, as compared with what the com-

put in all the men who are needed there
they wouldn't have room to turn around.
"While I was postmaster at Cincmnati we
had the same difficulty until I succeeded
in getting additional room by having the customs office and other similar offices moved into other quarters. It is a comparatively easy matter to change other departments in this way, but it is a much more serious thing to move a postoffice."

As a result of Mr. Whitfield's tour of in-

spection there will be an increase in the sal-ary lists at all the points visited, the change going into effect on July 1. "I wanted to take in Omana, Denver and Kansas City on this trip," said he, "but was obliged to return to Washington before I could do so. Very soon after I get back there, however, I expect to send out Mr. Stoddard, one of our confidential men, to complete this inspection. To what extent the sources at Omaha will he improved to con-

the service at Omaha will be improved I cannot say until he returns." business of the postoffices The throught country, he the enormous increasing rate although the last appropriation for the postoffice department was only \$600,000 greater than the previous appropriation and he intimated that this would not permit such increases in clerk hire, carriers and similar

"The third and fourth class offices are sufreferring for want of more help at present," said he, "some of the clerks working sixteen hours a day in order to keep up with the work. The big offices have been pushing their claims to such an extent that the needs of the smaller ones have been vertocked." smaller ones have been overlooked.' Postmaster General Wanamaker is hard at | It is very impropable that the Toledo road is

service as the business demanded.

work on his plan for a postal savings system and will have an elaborate report on the sub-ject to present to the next congress. "He has statistics from every country in which postal savings systems are in opera-

tion and also from every savings bank in the United States. This information, carefully compiled and arranged will be submitted when congress meets and every effort will be made by the postmaster general and those who favor his idea, to secure its adoption for this country. He is thoroughly convinced that it would justify its establishment."

est as he ever was about a postal telegraph "He knows a good thing when he sees it," said Mr. Whitfield, "and he is not the man to let go of it. He has just completed a compliation of facts and newspaper com-

The postmaster general is as much in earn

ments on the project, for general distribution. You see he intends to keep the question be-fore the people and congress will certainly

hear from him on the subject when it come together again." AN OMAHA COAL DEALER'S SNAP. There has been a rumor affoat in railroad circles here for the past two weeks to the

effect that one of the big Omaha coal dealers was stealing a march on his competitors, therewas stealing a march on his competitors, there-by laying in his winter supply of coal at 70 cents per ton reduction on the regular freight rates. The coal is said to have been shipped from Toledo by way of St. Louis and the offending line is said to be the Toledo, St. Louis & Kansas City. Some of the other dealers claim to have discovered evidence sufficient to prove that this road has been violating its agreement as this road has been violating its agreement as member of the Western Freight association by making this cut and that these re duced rates have been secretly granted for so long that this dealer in Omana has already laid in a large part of his winter supply. According to the printed tariff sheets the rate via St. Louis should be no lower than that via Chicago and the dealers who claim to have been left out in the cold want the Chicago lines to make a similar reduction. This the latter profess a willingness to do if they have sufficient proof that the other road has been making this cut and the repre-sentatives of the Omaha dealers who are now in the city say the proof shall be forth-

There has been a report current for sometime that such a cut was being made," said the general freight agent to The Bee repre-sentative today, "but we knew nothing definite about it. Rumors of this sort are very common, but it is always difficult to get at the facts. If the management of the Toledo road were asked whether this 70-cent cut is being made, they would of course deny it, and if there are dealers in Omaha who are receiving the benefit of such a reduction, they would be equally careful not to let the fact be known. I don't think the Chicago roads will make any in vestigation on their own account, but if the dealers who charge that the cut is made prove their assertions, we can be de-

pended upon to meet it promptly."
The Missouri Pacific is said to be the lin over which the coal was shipped to Omaha. Acting Freight Traffic Manager Parker of St. Louis, who is in the city for a few days, was found at the offices of the company, 199

Clark street.

"The whole story is preposterous," said he.

"You may say that the Missouri Pacific is not and has not been a party to any such arrangement. We are charging the same rates that other roads do. This is the sort of stuff that is set affoat every summer when some of the big dealers, taking advantage of the cheap price of hard coal, begin to lay in a winter supply. This is being done at Omaha at present, hence this rumor about cut rates. Whenever charges of this sort are made by Chicago roads it is because the Missouri Pacific is getting more coal business than they think it is entitled to, and not because any departure is being made from the tariff sheet.

making any cut, as it only gets about \$1.25 on the ton and coundn't afford to make any reduction of this."

ASSUMING DEFINITE SHAPE. The proposal by rectifiers of this city to build a distillery in opposition to the whisky trust took more definite shape today. It is understood that the capital is already sub-scribed and that the new distillery will probably be called the Reculiers co-operative distilling company. A plant, it is said, large enough to supply the wants of the rectifiers, will cost but \$150,000. The question of getting spirits pending the erection of the distillery is not bothering rectifiers, as they claim the trust could not refuse to sell to them if they paid cash.

NEW APPELLATE COURT. The new appellate court, provided for by an act of the last congress to relieve the United States supreme court of a large portion of its work, will be established in Chicago next week. Judge Gresham announced today that Justice Harian of the supreme court will be in Chicago Monday and on Tuesday morning he will organize the new court. The tribunal will consist of Jusnew court. The tribunal will consist of Jus-tice Harlan, Judge Gresham and Judge Blodgett, but the last named will be a member of the court only until the president ap-points the new appellate judges, one for each judicial circuit.

The biggest charter for a single cargo ever made on change was that of the new steam-ship, W. H. Glicher, closed this morning, of 120,000 bushels of corn, or 250 carloads.

WESTERN PROPLE IN CHICAGO. Among the western people in Chicago today were the following:
At the Auditorium—P. H. Lannan, Salt Lake City, Utah; E. E. McDonell, Fairbury, Neb.; Mr. and Mrs. M. Welden, Omaha; Mr. Neb.; Mr. and Mrs. M. Weiden, Omana; Mr. and Mrs. E. E. Mandeville, Mr. and Mrs. F. H. Gilchrist, Kearney, Neb.; S. Tuttle, Butte, Mont.; S. E. Cate, Des Moines, Ia.; Mr. and Mrs. G. G. Squires, Omana; William A. Chessman, Frank Chessman, Mrs. S. C. Flint, Helena, Mont.; W. N. McKnight, At the Leland-Mr. and Mrs. Frank J. Burkley, Omaha.
At the Wellington-P. D. Lawrence,

At the Grand Pacific-W. J. Carroll, E. E. Naugle, Omaha; M. Grigsby, Sioux Falls, S. D.; Mr. and Mrs. A. D. McCandlers, Wy-At the Tremont-Mr. and Mrs. J. M. Case, Miss Case, Miss Berody, Miss Carter, Omaha. At the Sherman-Mrs. R. B. Campbell, Mrs. D. T. Gilman, Omaha Atkinson. Use Haller's Sarsaparilla and Burdock, the

great blood purifier.

Private Carter's Funeral. The body of Private Carter, who was shot and killed by a fellow soldier at Fort Douglas, near Salt Lake, a week ago, passed through the city last evening on the way to the residence of the young man's parents near Pacific Junction, Ia. The body was accompanied by the father of the deceased, M. C. Carter, an old resident in this section, who went to Sait Lake as soon as he heard of the misfortune that had befallen his son The body arrived over the Union Pacific and was transferred to the B. & M. at this point,

Interment will take place today. Ladies who value a retined complexion must use Pozzoni's Powder. It produces a soft and beautiful skin.

Yellowstone park is beyond all question one of the world's great wonders, and the Union Pacific excursion in July will be the event of the season. Ask your nearest Union Pacific agent about

# CONTINENTA

FREELAND, LOOMIS & CO., PROPRIETORS.

## GRAND CLOSING SALE OF

3000 PAIRS OF OUR FINEST SPRING and summer fancy worsted pantaloons at a most startling reduction in prices from early figures this season,

A NOVEL AND ATTRACTIVE SCHEME.

See what it is! Read the details and methods by which we assure every purchaser of a BONA FIDE REDUCTION IN PRICES.

No talk, no words, no imagination connected with it, but actual discount made from former prices and paid to every purchaser in SILVER COIN.

Commencing Tuesday, June 9th, weoffer as stated above, 3000 pairs of our finest and most fashionable styles of fancy worsted spring and summer pantaloons, of which we have a large surplus received too late from our manufactory, at a most bewildering reduction on every pair, amounting in some instances to 40 per cent discount.

In order that there be no question in regard to the actual discount made each purchaser, the original prices marked on each pair of pantaloons will remain the same as they have been all the season, and the actual reduction made will be given to the purchaser in Silver Coin. You can handle it and estimate the discount you are getting without any talk from the salesman.

On this entire stock of 3000 pantaloons, on all that are marked \$4.50 and over the discount in silver will be found attached to each pair of pantaloons, and after payment of the same the purchaser will be in possession of an amount of silver coin that will show him the most amazing and satisfactory discount which he has ever received.

Lot 1. 500 pairs of Fine Striped Worsted Pantaloons, correct styles, most desirable colorings in every respect, at \$4.50 per pair, accompanied by the discount, which will be paid in silver, on every pair.

Lot 2. We offer 800 pairs of our popular \$5 line of Fine Plaid, Striped and Mixed Pantaloons---goods made by some of the most celebrated American mills---all new, fresh, desirable styles, and with each pair purchased the discount in Silver Coin will be obtained by the purchaser.

Lot 3. We offer 1,000 pairs super quality Fancy Cassimere and Fancy Worsted Pantaloons mantufactured in our own machine rooms in the most perfect manner, the latest styles placed on the market, at \$6 a pair. A large cash discount in silver will be received by each purchaser from this lot.

Lot 4. We offer 500 pairs of the very finest quality Fancy Worsted and Silk Mixed Striped Cassimere Pantaloons made in America, all tailor made, and embracing all the choicest novelties of both domestic and foreign makes that are so popular this season. We offer them now at \$7 per pair, with the large cash discount payable in silver coin which accompanies each sale.

As it is our purpose to distribute these bargain pantaloons as widely as possibly, and as the novelty of paying the cash discount in cash in silver coin is original, and we wish to make it as widely known as possible, we reserve the right to deliver but one pair of pantaloons to each purchaser at the time of purchase.

# Continental Clothing House,

CORNER DOUGLAS AND 15TH STREETS, Largest Wholesale and RetailClothing House West of the Mississippi River.