

THE BATTLE OF THE TITANS.

Great Legal Fight 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 Pacific 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.

When 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 case.

The Rock Island was represented by General Solicitor T. F. Witherow of Chicago, M. A. Low, general attorney for the Rock Island west of the Missouri river, J. M. Woodworth, A. J. Poppleton, who presented the law and the authorities upon which the plaintiff relied.

Mr. Poppleton plunged at once into his subject, referring to authorities to support his stand that a contract made in a regular way and approved by the proper officials and without the consent of the stockholders was presumably valid and it rested with the courts to enforce it.

Mr. Poppleton had urged that the contract was not valid, because it was not ratified by the board of directors, but this objection was not made until after the contract had been made and after the Milwaukee road had been carrying out its portion of the contract for six months. There was no dispute as to the fact that such activity had been carried out by the board of directors, and also by the stockholders. Mr. Poppleton read from the charter of the Union Pacific the following provisions to prove that the corporate power of the company was vested in the stockholders.

Section 10, as passed by the committee of the directors provided that the contract should be approved, provided it received the approval of the stockholders, thus ratifying the contract.

The committee was all that was necessary. The directors had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Passing to the question of the validity of the contracts, Mr. Poppleton held that they were not ultra vires on their face. The directors had no right to give the charter to lease its property and franchises, and that the effect of the contract would be to divest the Union Pacific of its corporate powers and thus disable it from the performance of its public duties.

Mr. Poppleton held that the contracts were not valid, because they were not ratified by the board of directors, but this objection was not made until after the contract had been made and after the Milwaukee road had been carrying out its portion of the contract for six months.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

Mr. Poppleton charged that the Union Pacific had no right to approve such a contract, but that it was necessary with railroad men to have a resolution referred to give evidence that this fact was well known to whoever dictated the resolution.

EAST-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 a Cause - Other News from the Magic City.

John Flook, residing at 2320 S street, committed suicide by shooting himself at 3:35 o'clock last evening.

Neighbors heard the report of a pistol, 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 ridged the tongue.

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

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

The deceased had been employed in the fertilizer department of the Cudahy packing houses. During the past two weeks the unfortunate man has not been in condition to work on account of mental derangement. Fairbanks, Morse & Co. at \$15,000, and that of the electric light property Mr. Ehrenpfort's idea of values is as high as that of the assessors, but there his returns show that he found only a small amount of property, as compared with what the company owns.

A Gain in the First. The clerks who are working on the assessment books have completed the footings for the personal property of the first ward. The figures show a valuation of \$540,935, 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 document yesterday afternoon.

Do not forget that Haller's Pain Paralyzer will cure all cases of dysentery, relieving the griping pain and restoring the bowels to healthy action.

PERSONAL PARAGRAPHS. John Oliver, a leading business man of Moline, Ia., is in the city and called on THE BEE.

Captain Price, wife and sister of Liverpool, England, are in the city, guests of their uncle, Mr. James McVittie.

Miss Frances Arnold, who was injured severely through being thrown from a carriage Wednesday evening, was much better last night. Her ankle was painfully bruised, but is improving nicely.

Mothers will find that Haller's Pain Paralyzer is a sure and pleasant cure for darrhoza.

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 his efficient chief Superintendent Munroe and his efficient committee of teachers are 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 school work of all the pupils of each of the schools.

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

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

Patrick Shea of the Cudahy has gone to Boston, Monday.

Dr. John Gunn of Arapahoe, Neb., is visiting in the city.

Gus McDonough, after a month's visit in New York city, is back in Omaha.

The new luncheon month company will meet this evening in Rowley's hall for drill.

The Albright schools will hold a closing term picnic, Saturday afternoon in Syracuse park.

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 enforced and the animals impounded.

While at work moving a house yesterday afternoon S. F. Press got his left hand caught and was injured.

Rev. Thomas Stephenson next Monday evening in his series of lectures will deliver the first of a series on the Hugenots of France.

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., returned.

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

The Plattdeutscher vorlesen will give its second annual ball in Bism's hall tomorrow evening.

Messrs. Frank Hampert, Hermann Wieso and Hans Hollman, has made every preparation for a future ball, and the same promises to be equal to the capacity of the hall.

SAY! Do you want to remove those pimples from your face? Use Haller's Sarsaparilla and Burdock. It is warranted to effect a complete cure.

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 THE 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 books.

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

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 contents of his books on each page, but they do not show that he has attempted to arrive at any conclusion as to the total valuation of 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 commissioners shall make their levy from the returns made by the assessor. With Mr. Ehrenpfort's books in the present condition, it will be impossible to make the levy for the first ward until the additions in his book are completed.

Aside from his assessment roll of the first ward shows that the assessor has some peculiar and original ideas on values. The Omaha Telephone Co. has an electric light company owned by having paid up capital of \$300,000, besides \$400,000 of first mortgage bonds. The plant and principal

BETTER POSTAL FACILITIES.

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 BUREAU OF POSTS, June 11.

There will be a post office inspector in Omaha in a short time. First Assistant Postmaster 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 waiting decided to inspect a number of the post offices. He visited St. Paul, Minneapolis, Milwaukee and a number of the smaller offices and has just been through the main room, from which the mail of Chicago is distributed.

"It was a little dangerous, I suppose," he said, with a smile, "but a man in my position must have nerve, you know."

Of the postoffice at Omaha he said: "The postoffice department, as you know, has nothing to do with the construction of buildings. We must depend on the treasury department for that, but after buildings have been constructed we will see that they are sufficiently provided for. At least we will go so far as the appropriations permit. The trouble at Omaha has been for many years that the quarters were so very limited it has been impossible to increase the service as much as the work demanded, because I was put in all the men who are needed there they wouldn't have room to turn around."

"While I was postmaster at Cincinnati 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 inspection there will be an increase in the salary lists at all the points visited, the change going into effect on July 1.

"I wanted to take in Omaha, 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 got back there, however, I expect to send out Mr. Stoddard, one of our confidential men, to complete this inspection. To what extent the service at Omaha will be improved I cannot say until he returns."

The business of the postoffices throughout the country, he said, is increasing at an enormous 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 service as the business demanded.

"The third and fourth class offices are suffering 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 clerks to such an extent that the needs of the smaller ones have been overlooked."

Postmaster General Wanamaker is hard at work on his plan for a postal savings system and will have an elaborate report on the subject to present to the next congress.

He has statistics from every country in which postal savings systems are in operation in the United States. This information, carefully compiled and arranged by him, will be presented to congress next year and every effort will be made to secure its adoption for this country. He is thoroughly convinced that it would justify its establishment."

The postmaster general is as much in earnest as he ever was about a postal telegraph system.

"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 the compilation of facts and newspaper comments on the project, for general distribution. You see he intends to keep the question before the people and congress will certainly hear from him on the subject when it comes together again."

AN OMAHA COAL DEALER'S SMAR. There has been a rumour afloat in railroad circles here for the past two weeks to the effect that one of the big Omaha coal dealers was stalling a march on his competitors, thereby leaving in his front every coal dealer at 70 cents per ton reduction on the regular freight rates. The coal is said to have been offered by way of St. Louis, and the offering 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 a member of the Western Freight association by making this offer and that the reduced rates have been secretly granted for so long that this dealer in Omaha has already laid in a large stock of coal for 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 railroad lines to make a similar reduction.

This latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction. The latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction.

"There has been a report current for some time that such a cut was being made, said the general freight agent to THE BEE representative today, "but we knew nothing definite about it. Rumors of this sort are common, but we are checking the same rates 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. If there were a cut, the Omaha who are receiving the benefit of such a reduction, they would be equally glad not to let the fact be known. I don't think the Chicago roads will make any investigation on their own account, but if the dealers who charge that the cut is being made, they will 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 service at Omaha will be improved I cannot say until he returns."

"The whole story is preposterous," said he. "You may say that the Missouri Pacific is overcharging, but you are not a party to any such arrangement. We are charging the same rates on other roads. This is the sort of stuff that is set afloat every summer when some of the big dealers demand a reduction 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 rates. Whenever charges of this sort are made by Chicago roads it is because the Missouri Pacific is getting more coal business than they can handle, but that the needs of the smaller ones have been overlooked."

Postmaster General Wanamaker is hard at work on his plan for a postal savings system and will have an elaborate report on the subject to present to the next congress.

He has statistics from every country in which postal savings systems are in operation in the United States. This information, carefully compiled and arranged by him, will be presented to congress next year and every effort will be made to secure its adoption for this country. He is thoroughly convinced that it would justify its establishment."

The postmaster general is as much in earnest as he ever was about a postal telegraph system.

"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 the compilation of facts and newspaper comments on the project, for general distribution. You see he intends to keep the question before the people and congress will certainly hear from him on the subject when it comes together again."

AN OMAHA COAL DEALER'S SMAR. There has been a rumour afloat in railroad circles here for the past two weeks to the effect that one of the big Omaha coal dealers was stalling a march on his competitors, thereby leaving in his front every coal dealer at 70 cents per ton reduction on the regular freight rates. The coal is said to have been offered by way of St. Louis, and the offering 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 a member of the Western Freight association by making this offer and that the reduced rates have been secretly granted for so long that this dealer in Omaha has already laid in a large stock of coal for 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 railroad lines to make a similar reduction.

This latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction. The latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction.

"There has been a report current for some time that such a cut was being made, said the general freight agent to THE BEE representative today, "but we knew nothing definite about it. Rumors of this sort are common, but we are checking the same rates 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. If there were a cut, the Omaha who are receiving the benefit of such a reduction, they would be equally glad not to let the fact be known. I don't think the Chicago roads will make any investigation on their own account, but if the dealers who charge that the cut is being made, they will 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 service at Omaha will be improved I cannot say until he returns."

"The whole story is preposterous," said he. "You may say that the Missouri Pacific is overcharging, but you are not a party to any such arrangement. We are charging the same rates on other roads. This is the sort of stuff that is set afloat every summer when some of the big dealers demand a reduction 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 rates. Whenever charges of this sort are made by Chicago roads it is because the Missouri Pacific is getting more coal business than they can handle, but that the needs of the smaller ones have been overlooked."

Postmaster General Wanamaker is hard at work on his plan for a postal savings system and will have an elaborate report on the subject to present to the next congress.

He has statistics from every country in which postal savings systems are in operation in the United States. This information, carefully compiled and arranged by him, will be presented to congress next year and every effort will be made to secure its adoption for this country. He is thoroughly convinced that it would justify its establishment."

The postmaster general is as much in earnest as he ever was about a postal telegraph system.

"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 the compilation of facts and newspaper comments on the project, for general distribution. You see he intends to keep the question before the people and congress will certainly hear from him on the subject when it comes together again."

AN OMAHA COAL DEALER'S SMAR. There has been a rumour afloat in railroad circles here for the past two weeks to the effect that one of the big Omaha coal dealers was stalling a march on his competitors, thereby leaving in his front every coal dealer at 70 cents per ton reduction on the regular freight rates. The coal is said to have been offered by way of St. Louis, and the offering 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 a member of the Western Freight association by making this offer and that the reduced rates have been secretly granted for so long that this dealer in Omaha has already laid in a large stock of coal for 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 railroad lines to make a similar reduction.

This latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction. The latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction.

"There has been a report current for some time that such a cut was being made, said the general freight agent to THE BEE representative today, "but we knew nothing definite about it. Rumors of this sort are common, but we are checking the same rates 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. If there were a cut, the Omaha who are receiving the benefit of such a reduction, they would be equally glad not to let the fact be known. I don't think the Chicago roads will make any investigation on their own account, but if the dealers who charge that the cut is being made, they will 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 service at Omaha will be improved I cannot say until he returns."

"The whole story is preposterous," said he. "You may say that the Missouri Pacific is overcharging, but you are not a party to any such arrangement. We are charging the same rates on other roads. This is the sort of stuff that is set afloat every summer when some of the big dealers demand a reduction 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 rates. Whenever charges of this sort are made by Chicago roads it is because the Missouri Pacific is getting more coal business than they can handle, but that the needs of the smaller ones have been overlooked."

Postmaster General Wanamaker is hard at work on his plan for a postal savings system and will have an elaborate report on the subject to present to the next congress.

He has statistics from every country in which postal savings systems are in operation in the United States. This information, carefully compiled and arranged by him, will be presented to congress next year and every effort will be made to secure its adoption for this country. He is thoroughly convinced that it would justify its establishment."

The postmaster general is as much in earnest as he ever was about a postal telegraph system.

"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 the compilation of facts and newspaper comments on the project, for general distribution. You see he intends to keep the question before the people and congress will certainly hear from him on the subject when it comes together again."

AN OMAHA COAL DEALER'S SMAR. There has been a rumour afloat in railroad circles here for the past two weeks to the effect that one of the big Omaha coal dealers was stalling a march on his competitors, thereby leaving in his front every coal dealer at 70 cents per ton reduction on the regular freight rates. The coal is said to have been offered by way of St. Louis, and the offering 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 a member of the Western Freight association by making this offer and that the reduced rates have been secretly granted for so long that this dealer in Omaha has already laid in a large stock of coal for 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 railroad lines to make a similar reduction.

This latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction. The latter profess a willingness to do if the dealers who claim to have been left out in the cold want the railroad lines to make a similar reduction.

making any cut, as it only gets about \$1.25 on Omaha and \$1.50 on St. Louis.

ASSEMBLING DEFINITE SHAPE. The proposal by rectifiers of this city to build a distillery in opposition to the whisky trust, looks more definite today. It is understood that the capital is already subscribed and that the new distillery will probably be called the Rectifiers 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 the license 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.

SAYS EVERETT FOR 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, Justice Harlan of the supreme court will be in Chicago Monday and on Tuesday morning he will organize the new court. The tribunal will consist of Justice Harlan, Judge Gresham and Judge Blodgett, but the last named will be a member of the court only until the president appoints the new appellate judges, one for each judicial circuit.

A BIG CARGO. The biggest charter for a single cargo ever made on "change" was that of the new steamship, W. H. Gleicher, closed this morning, of 130,000 bushels of grain. A plant, it is said, large enough to supply the wants of the rectifiers, will cost but \$150,000. The question of getting the license 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.

Among the western people in Chicago today were the following: At the Auditorium—J. H. Lannan, Salt Lake City, Utah; J. McDonald, Fairbury, Neb.; Mr. and Mrs. M. Welden, Omaha; Mr. and Mrs. E. E. Mandeville, Mr. and Mrs. P. H. Gleicher, Rock Island; J. H. Tuttle, Butte, Mont.; S. E. Cato, Des Moines, Ia.; Mr. and Mrs. G. G. Squires, Omaha; William A. Chessman, Frank Chessman, Mrs. S. H. Flint, Chicago, Mont.; W. N. McKnight, Fort Shaw, Mont.

At the Leelan—Mr. and Mrs. Frank J. Barker, Omaha.

At the Sherman—Mrs. R. B. Campbell, Mrs. D. T. Gilman, Omaha.

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, Mr. W. C. Carter, an old resident in this section, who went to Salt 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 refined complexion must use Pizzoni's Powder. It produces a soft and beautiful skin.

American Wonders. Yellowstone park is beyond all question the greatest wonder of the world, and the Union Pacific excursion in July will be the event of the season. Ask your nearest Union Pacific agent about it.

"THE CLOTHING REVOLUTION."

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.