HELPS THE OMAHA JOBBERS

New Tariffs on Colorado Business for Once Favor This City.

THREATS OF A REAL FREIGHT RATE WAR

The Rock Island Makes a Radical Reduction and Puts a New Tariff Into Effect in the Face of Strong Opposition—Railroad Notes.

There is every prospect of a bitter war among western roads participating in Colorado business over the question of freight rates, and the Rock Island has taken the bull by the horns and issued its new tariff which goes into effect July 22, despite all efforts to have it withdrawn.

When the Rock Island announced its intention to promulgate a new rate to Colorado points before the Western Traffic association there was a large howl from the Santa Fe and Burlington, but the Rock Island officials were oodurate. While they had no conclusive knowledge that the Santa Fe and Burlington were secretly cutting rates the Rock Island people could account for the decrease in business over their line in only one way, that the Santa Fe and Burlington were in a compact to get business for Colorado points at an extravagantly low rate. The inefficiency of the interstate commerce law having been fairly shown in the Counselman case, railroads have taken advantage of the supreme court decision, and have been cutting rates with impunity. Not only have rates been cut on Colorado business but it is well known that three Omaha roads have been engaged in shaving tariffs to meet the demands of eastern shippers. The Rock Island, after a strong endeavor to "play fair," has been getting the worst of it, and now means to have a share of the Colorado pudding if a reduced rate will secure it.

The advisory board of the Western Traffic association was in session all day yesterday in Kansas City and attempted to create a more generous feeling among the roads vitally interested, but without avail, and the new tariff will go into effect July 22.

In order that shippers may know exactly what to expect the following table will show the difference between the new and old rates:

NEW RATES.

From	1	2	3	4	5	A	B	C	D	E
Chicago	2 00	1 55	1 22	95	75	85	70	60	52½	49
St. Louis	1 80	1 35	1 12	90	70	77½	62½	55	47½	41
Mo. River	1 25	95	81	65	50	55	45	40	34	30

OLD RATES.

Chicago	2 32	1 90	1 52	1 20	1 00	1 15	90	75	62½	56
St. L.	2 12	1 70	1 42	1 15	95	1 07½	82½	70	57½	51
Omaha	1 60	1 30	1 10	90	75	85	65	55	46	40

The cut (30 per cent), as will be seen, is more general in its effect than any that has been made for years. It means a cut to Colorado points not only from the Missouri river and Chicago, but also from Galveston to the Pacific coast and the seaboard.

This new scale of freight rates really neither benefits nor hurts Omaha as compared with its former position under the old tariffs, always provided those tariffs were maintained, but the trouble has been that they were not maintained and while Omaha jobbers were paying tariff and fighting for trade in Colorado Chicago shippers were getting cut rates and laying stuff down in Colorado at a much lower rate than Omaha merchants could do. The only people really injured by the new tariff are the Denver jobbers.

With a fair proportion of freight charges in effect on all railroads, Omaha can afford to fight for business in Colorado and compete with St. Louis and Chicago jobbers, but with eastern firms getting cut rates Omaha has not been in it. Now, however, all is changed, and the last day has gone by for the railroads to withdraw their new tariffs made to meet the Rock Island cut. The Santa Fe people are bitter and do not hesitate to say that they will cut the rate below the Rock Island schedule, but it is thought this is simply a game of bluff and that the rate is now so low that a cut cannot be made.

Omaha jobbers have experienced great difficulty in selling goods in Colorado because of the uncertainty attached to freight rates, but now that it is certain the tariff is to go into effect they are hustling their men westward to actively enter competition with Kansas City, Chicago and St. Louis jobbers for a fair proportion of the trade of the west, which, until now, has been practically shut from local merchants.

Couplings.

It is said that eastern scalpers are loaded to the guards with return Christian Endeavor tickets.

Major Erb of Ogden, a former proprietor of the Walker house at Salt Lake, was a caller at Union Pacific headquarters today.

The annual meeting of the pioneers of the Union Pacific system will be held at 5 o'clock this afternoon at the shop of C. A. Leary, by order of James Traill, secretary.

General Passenger Agent Lomax after a month's visit to western points along the line of the system, returned last evening accompanied by his stenographer. James Lamb. Messrs. Dickinson, Korty and Buckingham are expected to return on Saturday.

The Transmissouri Passenger association has announced an open rate of one fare for the round trip during the Priest of Pallas parade at Kansas City next fall from all association points in Kansas, Missouri, Indian territory and Oklahoma. The rate will also apply to all association points in Nebraska and Iowa within 250 miles of Kansas City.

Eastbound Empire State Express.

Commencing Monday, June 27, the New York Central will place in service a new fast train, Buffalo to New York, to be called the "Eastbound Empire State Express."

It will afford a service never before offered the people of New York, and which will surely be appreciated by the traveling public. The train will have the same equipment as the world's most famous train, "The Empire State Express;" a combination buffet smoking car, two of the new and elegant coaches, seating 72 passengers each, and a buffet drawing room car.

It will leave Buffalo at 1:15 p. m., daily, except Sunday; Rochester 2:40 p. m., Syracuse 4:15 p. m., Utica 5:20 p. m., Albany 7:15 p. m., reaching Grand Central Station, New York, at 10:30 p. m. No extra fare will be charged on this train.

PLEASURE AND PRACTICE.

Plans to Relieve the Marksmen's Work at Bellevue of Monotonous Features.

Colonel Benham, inspector of small arms practice for the Department of the Platte, has completed arrangements for several features in connection with the rifle and revolver competition at Bellevue this summer which will make it unusually attractive for visitors and particularly interesting to Omaha people who may wish to spend a day in the delightful shade of the trees at the Bellevue rifle range.

In the first place he has made arrangements with the Burlington road to run a train down in the morning and back in the evening for the special accommodation of visitors to the range. Those who visit the range will be shown all the courtesy for which the officers in charge are justly noted and will find it a most interesting and restful recreation.

The event which will interest a great many Omaha people in this connection will be the competition of the Omaha Guards which will take place between the 5th and 15th of August. Colonel Benham has made arrangements to let the Guards have a week of rifle and carbine practice on the range and the young men are considerably wrought up over the anticipation of the records they are going to make when they come to blaze away at the bull's eye and the silhouette.

The most interesting dates for the rifle competition will be between August 1 and 4, and for the cavalry competition will be between August 15 and 20.

Dr. Bache has decided to establish a field hospital at the range this summer. He will place Dr. Heve in charge and will have a steward and four privates from the hospital corps at Fort Russell to assist. The men will be given an object lesson in the work of a field hospital, provided, of course, that there are some sick men in camp.

TELEPHONE CONDUITS.

Work Preparatory to Placing the Hello Wires Under Ground.

A large force of workmen is busily engaged in laying the conduits for the new underground system of the telephone company in this city. The work will be completed about the first of November, and when it is all in working order Omaha will have as good a local telephone service as any city in the United States. The conduits consist of wrought-iron pipes with a coating of cement on the inside. The cement veneer is five-eighths of an inch thick and the ducts are three and one-eighths inches in the clear. Each pipe will contain a single cable. The cables are 2 15-16 inches in diameter and each contains 100 pairs of wires making an equal number of complete metallic circuits. The conduits are laid in a trench dug about four feet below the pavement and the number of pipes varies from two to forty. From the office at the prospective new headquarters at Eighteenth and Douglas streets south to the alley between Douglas and Farnam streets and on the alley to Sixteenth street the trench contains the full complement of forty conduits carrying 6,000 wires.

The conduits run on Eighteenth street to the alley between Cass and California; on Capitol avenue from Fifteenth to Eighteenth streets; on the alley between Dodge and Douglas from Thirteenth to Eighteenth; on the alley between Douglas and Farnam from Twelfth to Eighteenth; on the alley between Farnam and Harney from Twelfth to Sixteenth; on the alley between Harney and Howard from Fourteenth to Sixteenth; on Sixteenth street from the alley between Dodge and Farnam to Jackson, and on Douglas street from Eighteenth to Twentieth. To complete this system will require 15,000 feet of trench containing 150,000 feet of pipe.

In laying the conduits the utmost care is taken to make them impervious to moisture and to external disturbances. The bottom of the trench is first covered with three inches of cement, and on this a layer of pipes is laid about three inches apart. These are covered with the cement, and another layer is added, and on the top layer of pipes the cement covering is also three inches thick. This is as effectual as though the conduits were embedded in solid stone. To introduce the cables into the conduits will be a considerable task. As each cable contains 200 wires they are of considerable weight, and it is estimated that not over 400 feet of the cable can be drawn through at once. To facilitate this part of the work and also to afford access to any part of the system if repairs should be necessary a manhole five feet in diameter is located on every block. The conduits enter the manhole from each side and the ends are left open so that the cables can be introduced and drawn out through each manhole. The cables are ordered of the exact length to reach from one manhole to another and as the distance varies in nearly every instance great care has to be taken in making the estimate for the cables.

In those parts of the system where only two pipes are laid one will contain the private telephone wires and the other the fire and police wires.

The underground system is comparatively new and its service is far more satisfactory than the old system. Until last year Boston, Chicago and New York were the only cities in which the underground system was in operation. Last year it was introduced in Albany, Buffalo, Denver, San Francisco and Atlanta, Ga., where it is giving the best of satisfaction.

The Omaha system will have some additional improvements over some of those previously in use. Every subscriber will have a complete metallic circuit of his own. This will do away with the disagreeable buzzing that makes it difficult at times to hear distinctly over the present system. The company claims that when their improvements are completed Omaha will have a telephone service as nearly perfect as the scientific appliances of the day can make possible.

IN THE COURTS.

Milkmen Present Their Arguments Against the City's License Ordinance.

The business of the district court was handled by two judges yesterday. Judge Doane sat in the large courtroom in THE BEE building where he called the law motion docket.

Judge Davis discharged the criminal jury until this morning and then directed his attention to hearing arguments in the case of the city against Grant H. Batdorf, a milk dealer, who was held in the district court on an information charging him with having violated the rules of the Board of Health in that he peddled milk from house to house without first having obtained a permit authorizing him to do so.

The attorneys for Batdorf took the ground that the ordinance creating the rules for the government of the Board of Health were unconstitutional and that the council had no right to fix or collect a license.

In the case of the state against John L. Sullivan charged with having committed a burglary the jury returned a verdict of guilty.

Josie Reynolds has brought suit to secure a divorce from her husband Frederick. In her petition she avers a marriage which was solemnized on June 26, 1889. On September 1 of the same year the husband picked up his traps and left. Since that date he has continued to absent himself from home.

Major Balcombe Qualifies.

Major St. A. D. Balcombe is now a full fledged member of the Board of Public Works, while his predecessor, Colonel A. A. Egbert, is a private citizen.

Mr. Balcombe's bond went to Mayor Bemis yesterday morning. At noon it was approved and returned to the city clerk. At the regular meeting of the board, to be held Friday afternoon, Major Balcombe will be present and will take a hand in the deliberations of that body.

GETTING RID OF STONEHILL'S

The Balance of Stonehill's Stock Don't Cost Us a Cent.

STORE FOR RENT, FIXTURES FOR SALE

We Have This Stock Down Now to a Point Where We Don't Care What It Brings So That It Goes Quick.

HERE'S WHERE PRICES TALK.

Great sacrifices must and will be made to empty the room in a hurry.

We proudly point to the success of the most phenomenal bankrupt sale of dry goods ever held anywhere. Both stores, The Boston Store and Stonehill's old stand, have been crowded every day to their utmost capacity ever since the commencement of the sale.

All Omaha can testify to the importance of the sale and the pleasure and bargains which everyone got out of it.

We are the most daring liberal bargain givers in the world, and today we will prove it again.

Today we will attempt to close out:

Colored dress goods.
All black dress goods.
The silks will be sacrificed.
All wool fabrics knifed to the hilt.
Dress linings meet the same fate.
No choice, all must go quick.
The children's and ladies' underwear has got to go.
Every dollar's worth of Stonehill's hosiery will get a quick move on it today.
The corsets will be disposed of with a rush.
Laces go at a fraction of their value.
Parasols and umbrellas almost given away.
Embroideries just a quarter of Stonehill's price.
Blankets and comforters at prices that will pay you to buy.
23 pieces of 48-inch wide real gloria silk worth up to $2.50, go at 98c a yard today.

THE BOSTON STORE,
N. W. Cor. 16th and Douglas.
And at Stonehill's old stand.

"Twin City Chautauqua."

Rock Island trains will leave Omaha for Chatauqua grounds at 8 a. m., 10 a. m., 12:30 noon, 5:20 p. m., 6:35 p. m. Additional trains leave Council Bluffs 6:10 a. m., 9:30 a. m., 1:50 p. m., 7:30 p. m. Returning leave Chautauqua for Omaha via Council Bluffs 6:45 a. m., 8:13 a. m., 11 a. m., 4:30 p. m., 5:33 p. m., 10:15 p. m. Round trip from Omaha, 50c. Tickets on sale at 1602 Farnam street or Union depot.

TWO EXCURSIONS EAST.

Via the Wabash Line.

3d Saratoga and return $30.55.

For the National Educational association the Wabash will sell round trip tickets at above rate July 4 to 10, with choice of routes via St. Louis or Chicago.

4th Detroit and return $20.50.

For the Baptist Young People's union the Wabash will sell round trip tickets at above rate July 12 and 13.

For tickets, sleeping car accommodation and a folder giving lists of routes, side trips, cost of same, with other valuable information, call at Wabash office, 1502 Farnam street, or write

GEORGE N. CLAYTON,
N. W. P. and Ticket Agent,
Omaha, Neb.

BUILDERS AND TRADERS.

Interesting Topics Considered by Members at the Regular July Meeting.

The regular meeting of the Builders and Traders exchange was called to order at the rooms in the New York Life at 12 o'clock yesterday with President Hussey in the chair.

The president delivered a thoughtful address covering a number of points of interest to builders of all sorts. He said that if ever the builders of this city and this country are elevated to their proper plane it would be through holding fast to their organization and keeping faith with one another and with the rest of the world. He admonished the members to avoid petty jealousies and hard feelings. He had heard of little differences which existed between the contractors, and he wanted to warn the association that as individuals they could accomplish no good, but as an association they could do a great deal. He urged them to preserve their union.

The secretary reported that the association was in a most prosperous condition. Half a dozen new names have been added to the roster since the last meeting and others have made application.

Mr. George C. Bassett said that there was an impression abroad that the general contractors were putting up a job on some one and he wanted to be investigated by the kickers. He said the general contractors had merely got together and agreed to do their bidding in a certain way.

The secretary reported progress on the part of the committee appointed to revise the building ordinance, but said that the final report would not be ready for a month longer.

Architect Latenser wanted to know on whose authority the exchange was preparing a building ordinance. He thought there should be more architects on the committee. He had observed many inaccuracies in the present ordinance which others had perhaps not noticed and thought he should have the privilege of making suggestions. He was informed that he would always be a welcome guest at the meetings of the committee which were held on Friday evenings.

After a spirited interchange of pleasantries between Mr. Latenser and Building Inspector Tilley the association was served with the usual lunch and adjourned.

George Clark's Remains.

The body of George Clark, who was found dead in his room at the Windsor hotel, is to be shipped to Boston. Coroner Maul has received a number of telegrams from the dead man's relatives and from Tremont lodge No. 19, Independent Order of Odd Fellows of Boston, of which the deceased was a member, instructing him to do everything necessary at their expense.