NORWAY'S ROADS OF STONE

The Drammens Vei, Rock Road of Bjerkakev and Zigzag Stalheimsklev.

CURIOUS HOSTELRIES AND CONVEYANCES

Remarkable System of Guarding the Traveler Against Abuses-Norway Simply Sublime to the Traveler Accompained by Loved Ones.

[Copyrighted, 1893.1 LONDON, Nov. 2 -[Correspondence of THE BEE.]-Travel in Norway has some unusual and many exceedingly interesting phases. It was a surprising thing to learn that more than 100,000 tourists now visit this northern land every summer. The country possesses comparatively few miles of railway. Consequently all routes of travel are practically by highways and waterways. More than a quarter of a century since it was seen that tourists, and particularly European tourists, in search of scenic marvels, were tiring of Switzerland ; were turning their faces toward the midnight sun, and were even penetrating to the most remote fjelds and glacter fields. Norway immediately set about making travel within her rugged boundaries not only possible to all by extensive road building, but systematic and reliable as between all carriers and landlords and the tourist public. The road building, involving enormous expense and many splendid feats of engineering, has had much the same effect upon the people of Norway as in Austrian Galicia. Not so many years ago Austria built nearly 2,000 miles of stone highway up and down and from end to end of Galicia, or Austrian Poland. Previous to that time, materially, a no more wretched, God-forsaken land existed on the face of the earth. In less than ten years time these roads did more for the 8,000,000 people for Austrian Poland in material and social advancement than all the churches, all the books, all the newspapers. all the battles, all the railways and all the governments had ever accomplished for them from the days of Mieczyslaw and Boleslas to the day these roads were done.

Isolation of the Peasantry.

The isolation of the Norwegian peasantry was never so universal as that of the Austrio-Polish peasantry. They have ever had their many and mighty flords, while a semiscafaring life always provided diversified resources and the beneficial friction of change. And yet until this road building on a mighty scale was begun it often happened that the peasant folk of one hamlet, or of a valley district, were as remote from those of another dale not ten miles distant, where totally different resources were relied upon and wholly different different traditions and customs were in vogue, as though the Tatras or Atlas mountains stood between.

This later almost universal means of intercommunication over these grand stone roads, and the roads combined with the flords, have made Norwegian folk more homogeneous, developed the scanty resources of this stern north land, and more than all else intensified the traditional longings of these fine and sturdy tolk for complete national liberty and independence. Combined with the surpassing scenery and interesting peas-ant life, it also brings millions of dollars to Norway each year, distributed in city, ham-let, "statior." and even in lonely mountain satter by a vast horde of tourists, whose methods of travel over mountain, through valley and over fiord are alone a most interesting subject of study.

The New Stone Highways.

The grand Norwegian roads, while they are more numerous and expensively built in proportion to population than those of any other European country, have not that culiar sentimental interest attaching to the highways of many other European re-gions, and to be found in all the Latin countries. They possess no roadside shrines; nor are lowly pilgrim bands ever seen upon them. The pilgrimages here are all to them. The pilgrimages here are all to nature's mighty shrines. Three examples

instead of upon your head, as when a dog cart or trap goes to pieces. The vehicle is meely balanced and has but one seat. Con-requently you must be passenger and driver in one; though a little projection behind the axie serves for a place upon which to strap your luggage, if it be as modest as a Norwegian traveler's should be, and also for a perch for the sunny-faced, garrulous lad, the "skydgut" or post boy, who accompanies you between "stations," to return your car-riole and pony to its owner.

Ponies of an Ethical Tarn.

and turn about, facing the carriole passen-ger, as a bit of plucky climbing was reached.

with a look which asked as plainly as words

posting relays they will scamper at call like an obedient dog, from the hillsides to the

gaarde or station. They are positively com-panionable in their natures, and seem to

have the Teutonic qualities of strength and

induce the relations quarkies of strength and ondurance with the Celtic strain of versatil-ity, vivacity and genial enthusiasm. You cunnot travel in Norway without coming to place the Norwegian ponies, in the pan-orama of your experiences and friendships,

as among the most agreeable of your ac

quaintances.

"Kind sir, you are now in Norway, you not dismount and walk ?"

The Norwegian ponies which draw these carrioles, or are used as saddle horses in the roadless mountain districts, are worthy of a chapter to themselves. They are little, cream colored and stocky, with fine crests and forearms, and are most reliable and in-telligent. They are as strong as the "shel-tie" or the Curshendal pony, and quite as nimble and long suffering as the Cuban pony or jacas. I never saw animals in any coun-try better cared for ; and they respond to the Female Bull Fighter Winning Renown and Silver-Mexican Coffee and Sugar tor American Markets-Opportunity for Stock-Breeders.

CITY OF MEXICO, Nov. 18.-|Special to THE BEE.]-What at first appearance seemed to be the beginning of a revolution incited by try better cared for; and they respond to the almost affectionate treatment they receive the enemies of the government, is just coming to a close in the state of Guerrero on the by splendid speed on level stretches of road and an atmost starting pace down the steepest of mountain ways. Their compre-hension of the ethics of travel is, however, western coast of Mexico. It now turns out to be a fight between rival factions in the state, led by Governor Arce, the present often far more acute than that of their for-eign drivers. I have often seen them stop executive, and General Canuto Neri, a rival. The Neri forces have been out on the warpath destroying government property and interfering with traffic in all the ways Will known to a band of renegades in a wild and They are grazed like sheep among the cliffs and crags, and will bound about among the rocks like chamois. When wanted for almost defenseless country.

ONLY A STATE REVOLUTION

Other. in Earnest.

CHILD CRUCIFIED BY ITS GOD MOTHER

Over 5,000 soldiers have been mobilized by the federal government in the state, but their pursuit of the troublesome Neri has been rather unsatisfactory. The trouble is now proved to be largely local in its nature by the Neri forces making no resistance to the entrance into and occupancy of the town of Mexcala by the government troops. General Neri had previously assured President Diaz by letter that his movements were not against the general government, and this last incident would seem to prove the

Governor Arca now says he is going to

take a hand in the matter himself. To this

end he has resigned the governorship of the

state and is going to have a squaring of ac-

counts if he can induce Neri and his force to

It is probable the president will step in be-

Playful Earthquake.

Southern and central Mexico was visited

volcapoes, this late one emanating from the

To Change the Constitution.

A resolution to change the constitution of

Mexico is being considered in the House of

Deputies. It provides for direct election by the people of the governors of the states, and other important state and municipal

officers, instead of the appointive power being vested in the president. Sceing the

advantage of magistrates of the supreme court and superior tribunal holding their positions for life, or during good behavior, as

plause and silver from the benches.

lepths of the Colima volcano in the state of

meet him and his followers.

doubtless be final.

assertion.

Peculiar Country "Stations."

Whether the universal mad rush of tour-ists from place to place in Norway has in-fluenced certain governmental regulations, or whether the latter have brought about the half-crazy, dispatch indulged in by trayelers, I am unable to say. They both exist, and both are interesting as a spectacle and a study. There are few places in Norway where strangers rest and social pleasures are enjoyed as at the American Newport and are enjoyed as at the American Newport and Bar Harbor, at Torquay, Bideford, Buxton and Maivern, in England, and at Rothesay and Strathpeffer, in Scotland. Along the splendid flords are a few sunny spots with villas and charming inns, but outside the cities and the few delightful haiting places beside the flords there are really no inns in Norway. Aunor all her thousands of miles

with its regulation fall earthquake the other day. This immediate portion of the sphere Norway. Among all her thousands of miles got the customary hump on itself, gave a got the customary hump on itself, gave a few sportive pitches, jumped stiff legged once or twice and acted up generally after the fashion of the playful bronco. These 'quakes are generally felt throughout Mex-ico, but rarely cross the northern border, probably because of the high protective tariff along the Klo Grande. The disturb-ances are caused by unusually violent erup-tions of the Mexican and Central American volcances, this late one emanating from the of noble roads are not a score of really com-fortable hostelries. Instead of these are what are known as "stations." They are found throughout Norway at distances of six to ten or twelve miles apart, and their charges for pasting by carriele, and for some portions of actual food and lodging, are regulated by governmental authority, These stations or "skydstations" as they are called in Norway, are subsidized by the state and are under the strictest govern-ment control. There are two classes, "fast-Jalisco, near the western coast. stations," where a stated number of car rioles, stoll-carts and ponies are required to be kept by the master, and the "tilsigelse" A female bull fighter is the latest innova-tion in sporting circles at Monterey. She plants the banderillas in the neck of the to furnish any more conveyances or ponies than can be conveniently kept, or procured from neighboring farms. The slow stations are also known as "forpud" stations, because charging toro with all the abandon of a regu-lation bull baiter and draws down much ap-The question of bull fighting in the City of Mexico seems to be sottled in the negative, so far as the city proper is concerned, by the location of the fights for the winter season in the outbring terms the tourist is liable to be detained for hours and perhaps days, at these, unless he sends a "forbud," literally a "fore-goer," or mes-senger, on in advance to bespeak his re-quirements. This "forbud" is the Norwein the outlying towns, where those who take delight in this variety of spectacle can go with little expenditure of time and money. gian courier, but is a far less imposing and costly one than he who provides the chief bane and expense of travel in Switzerland and the Latin countries. The "forbud" may be a gentie old man, a lively lad or a robust, barefooted lass; and in any case the insig-nificant fixed fee and the triffing gratuity you may add, are received with such profu-

tion of bowing, hand-shaking and "Mang ak!" (many thanks!) that use of the "for bud" invariably proves a convienence and

A Watchdog Daybook.

in the United States, this is also provided for in the constitution. The present sys-tem of judicial election in Mexico is by direct All of these posting stations have what is called a daybook (dagbog) always lying upon the common room table. On its first page is the actual contract made between the government and the station master. It suffrage, but in the proposed change it would be by presidential selection and confirma-tion by the Senate. The amendments have been favorably received, and as they have shows how many beds the station shall b

horn and not enough profit about them. The Mexican borses are full of mettle and en-durance, but like the Indian posies are alto-gether too small; Mexican cattle are more agile than meaty, and much the same can be said of native sheep. The advent of northern owners of blooded Rival Mexican Governors Gunning for Each

stock into Maximize to to conduct breading estab-lishments and race courses is looked upon hopefully by progressive Mexicans, as help-ing to raise the equine standard, and a cat-tle show just closed near this city shows the excellent results of crossing imported stock with native cattle. The first progressive fine stock raiser from the north who locates a blooded cattle farm in the republic to sup-ply high grade bulls to the Mexican ranch-men will stand to win, just as the blooded horse association will almost to a certainty do in the move to Mexico now being made.

Blooded stock of all kinds commands gilt edged prices in the south, and Mexico should in the future furnish a profitable and ready market for the overstocked farms of the north

DeWitt's Witch Hazer Salve cures burns

CHATIER OF THE KIDS.

He was a small boy, whose head was about on a level with the grocery counter. He swung a tin pail in one hand and tightly clasped four pennies in the other. Pleathe, thir, how much ith a pint of

"Four cents."

"Then pleathe give me 3 thent' worth and a peppermint stick. My mother thaid I could have the change, if there wath any, for candy, and she mutht have known there wouldn't be any. It wathn't fair." And the ang financier walked gayly off with a large striped stick of candy and a very little milk splashing in the bottom of the pail.

Little Mabel is very fond of her brothers and sisters, and one day when they were scuffling somewhat roughly she b frightened and almost started to cry. became Wher she saw that they were only fooling, she tried hard to look unconcerned; but her big brother noticed the struggie she was having to keep back the tears. "What's the matter, Mabel?" he asked.

"Nothing," lisped the tot. "But your eyes are wet." "Ess. Dey's sweatin'."

"Tommy," said the teacher, "do you know what the word 'foresight' means?" "Yes'm.'

fore such an event, however, and make a "Can you give me an illustration?" thorough investigation into both sides of the 'Yes'm.' case tefore rendering a decision, which will

"You may do so." "Last night my mamma told the doctor he might as well call around and see me Thanks-giving night."

Little Billy came in one afternoon from an assembly of the children in the neighborhood with his clothes pierced above and below with a great many little holes.

"For pity's sake," exclaimed his mother, "what has happened to you?" "Oh." said Billy, "we've only been playing grocery store, and everybody was something in it, and I was the Swiss choese."

One night when Alberta was put to bed she said, as usual, her evening prayer. Her mother was a little surprised, however, to hear this unusual petition : "Oh, Lord, make me a better girl; and make my papa and mamma better, too-if you possibly can.".



Beard of Equalization. To the owners of the lots, parts of lots and real estate abutting on or adjacent to the streets, alleys or avenues herein named or situated in whole or in part within any of the districts herein specified: You and each of you are hereby potified

CITY OFFICIAL NOTICES. Continued. Report duly adopted by the city council to as-mess on the real estate on each side of the treets above mentioned pro rata per foot frontage and the usual seniing back process unning north and south; on Douglas street to enter of block on north and depth of four lots conter of block on north and depth of four lots or ever the cost of grading the alley in block 0.8. K. Rozers addition, in grading dis-trict No.97, amounting to assess on the real estate on each side of said alley pro rata per foot frontage and the usual scaling back process in depth from the alley to first street. The ever the cost of grading Shirley street from 28th street to 20th avenue, amounting to be sum of \$LOLOS, which sum it is proposed by a report duly adopted by the city council to assess on the real estate on each side of the sum of \$LOLOS, which sum it is proposed by a report duly adopted by the city council to assess on the real estate on each side of states per foot frontage and the usual scaling to be sum of \$LOLOS, which sum it is proposed by a report duly adopted by the city council states. The or the cost of grading Frances street into her foot \$LOLOS, which sum it is proposed by and the sum of \$LOLOS, which sum it is proposed by any street for NSUM. Continued. Continued. 5 30 ft 101 20 N 50 ft 5 100 feet Lot 20 W 44 lot 31 N 50 ft w 44 lot 31 S 50 ft n 100 ft W 44 lot 31 W 45 lot 32 W 45 lot 33 8 5 w 5 lot 35 W 5 lot 36 E 5 lot 37 Lot 9 blg 7 Arbor piace extension. S 79 ft lot 1 Clark place. a report duly adopted by the city council to assess on the real estate on each side of Fran-ces street from Sth street to 10th street pro-rata per foot front and according to the usual scaling back process in depth from street, on north side 150 feet on south side to center of block. Rate per foot \$\$4164. To cover the cost of trading Seward street from 25th steeet to 25th street in grading dis-treet No. 85, amounting to the sum of \$3400.03, which som it is proposed by a report duly adopted by the city council to assess on the real estate on each side of Seward street from 25th street pro rata per foot frontare and the usual scaling back process in depth from street to the alley as por district created. Rate per foot \$2,1766. To cover the cost of grading streets in grad-ing district No. 78 amounting to the sum of \$8573.02, which sum it is proposed by a report duly adopted by the city council to assess as follows pro rata as per width of street, on the real estate as per width of street, on the real estate abutting: Grand avenue from 37th street to 42nd street \$0.500 per foot. 40th street from Grand avenue to Ames avenue, \$0.5000 per foot. 40th street from Grand avenue to Fowler avenue, \$0.5000 per foot. 40th street from Grand avenue to Fowler avenue, \$0.5000 per foot. 40th street from Grand avenue to Sprague street, \$0.5000 per foot. 40th street from Fowler avenue to Ames avenue, \$0.5000 per foot. 40th street from Grand avenue to Fowler avenue, \$0.5000 per foot. 40th street from Grand avenue to Ames avenue, \$0.5000 per foot. 40th street from Fowler avenue to Ames avenue, \$0.5000 per foot. 40th street from Fowler avenue to Ames avenue, \$0.5000 per foot. 40th street from Street to \$0000 per avenue to Ames avenue, \$0.5000 per foot. 40th street from Fowler avenue to Ames avenue, \$0.5000 per foot. 40th street from Fowler avenue to Ames avenue, \$0.5000 per foot. 40th street from Street avenue to Ames avenue, \$0.5000 per foot. 40th street from Street avenue to Ames avenue, \$0.5000 per foot. 40th street from Street Lot 21 blk 7 Lot 2 blk 18 Lot 3 blk 18 Lot 5 01k 18 Lot 6 b1k 18 Lot 9 b1k 18 Lot 10 b1k 18 Lot 11 b1k 18 Lot 13 b1k 19 Lot 13 b1k 19 Lot 15 b1k 19 Lot 15 b1k 19 Lot 19 bik 19 Lot 22 blk 19 Lot 23 blk 19 ** street, fusible par foot 39th street from Fowler avenue to Ames avenue, 0.5192 per foot 40th avenue from 38th street to 40th ave-nue, 80.472 per foot 40th avenue from Ames avenue to Sprague street, 80.472 per foot 40th street from Ames avenue to Boyd street, 80.472 per foot 40th avenue from Grand avenue to Fowler avenue, 10.282 per foot according to the usual scaling back process in depth from street as per grading district created. To cover the cost of grading the alley in block 1 Reed's 1st addition, amounting ft, the street, 80.472 which sum it is proposed by a report duly adopted by the city council to as-sess on the real estate on each side of the alley in block No 7 in Reed's 1st addition, pro rata as per foot frontage and the usual scal-ing back process in depth from the alley to the first street. Rate per foot \$3339. To cover the cost of grading B street from 15th street to 15th street amounting to the sum of \$2472,47, which sum it is proposed by a report duly adopted by the city council to as-sess on the real estate on both sides of B street 16th to 15th street anounting to the sum of \$2472,47, which sum it is proposed by a report duly adopted by the city council to assess on the real estate on both sides of B street 16th to 15th street pro rata per foot frontage and the usual scaling back process in depth from street as follows: from 18th to 16th street the depth of 107 feet; from 18th to 16th street the depth of 107 feet; from 18th to 16th 5treet sthe depth of 107 feet; from 18th to 16th street the depth of three lots. Rate per foot 10.9005. To cover the cost of grading Decatur street Lot 2 bik 2 West Om: N87 ft lot 1 bik 3 S100 ft lot 1 bik 3 Lot 3 biock 2 Lot 1 bik 8 Lot 4 blk 8

CITY OFFICIAL NOTICES. Lot 13 Lot 15 In street Improvement district No. 323, Lot 8 Bangs sub Lot 10 Lot 11 So ft lot 29 Burr Oak Burr Oak. 27.85 12 Lot 34 N 35 lot 6 blk 2 Dupont place 8 1-3 n 2-3 lot 6, blk 2 Lot 1, blk 3 Lot 2, blk 4 Lot 22 blk 4 Lot 22 blk 6 Lot 2 blk 6 Lot 5 blk 6 Lot 8 blk 6 Lot 8 blk 6 Lot 8 blk 7 Lot 1 blk 7 Lot 2 blk 7 i 112 ft 쁖 Hanscom Place N48 ft In street improvement districts Nos. 522-55 848 ft 16 N15 ft 10 Lot 1 blk 5 Alamo Plazo...... 12 Kountze & Ruth's add 65 20 subdiv J I Redick's add Eis lot 4 blk 1 subdiv J I Redick's add.... Lot 1 blk 14 McCormick's add.... Lot 2 blk 14 W132 ft of that part S of Farnam st 11 Lot 25 Clark's addition. Lot 4 blk 3 Capitol Hill addition Lot 5 bik 3 Lot 1 bik 12 Highland Place..... Lot 2 bik 19 13 43 N62% ft 1 S124% 8 West Omaha, 20 54 20 54 20 54 W 132 ft of tax lot 20 sec.3,15,13 according to the usual scaling back process in depth from street as per grading the alley in the street of the second street in the usual scal-ing back process in depth from the alley in the second street in the street from this street to first street as follows: from the street of all street in paving the street to first street mouths at the second street in the street in the street from the street to first street in the street from the street to first street as follows: from the street in the street in the street the depth of three lots. Rate per foot formation is been street in the street in the street in the street the depth of three lots. Rate per foot formation is been street as follows: from the to the sum of \$252,45, which sum it is proposed by a report duly adopted by the eity council to a street the depth of three lots. Rate per foot form all street in all states of the sum of \$252,45, which sum it is proposed by a report duly adopted by the eity council to the street to first street in the street in the street the depth of three lots. Rate per foot formation is the street in all street in report duly adopted by the eity council to assess on the real estate on both sides of Decatur street from all street to late street, and street in real strate on both sides of Decatur street from all street to late street, and the sum if is proposed by a report duly adopted by the eity council to assess on the real estate on each side of the street of all street in all by a report duly adopted by the eity council to assess on the street to all street in all by a report duly adopted by the eity council to assess on the real estate on each side of the street from all street from link man to Lake street, and the sum of \$253,57. To cover the cost of curbing and paying 7th street from all cost of strailing per foot. The street from all by the eity council, to assess on the real estate on each side of firth street from all by the eity council to assess on the real estate on cost of curbing and paying 7th street from all 8 42% ft 1 8 42% ft 2 24 14 14 109 115 115 115 116 18234 180 N% 11 8 35 ft N% 12 N14 XXXXXX

McCormick's O'Brien's Shinn's Smith's add West Omaha Reeds 1st sub Perkins sub 5 Alamo plaza 20514 City 13 McCormieks add Clarks add 3 Capitol add City 1 Horbachs 2nd add N% E V Smiths 814 14 8% 17 17 17

CITY OFFICIAL NOTICES. Highland placets Horbachs 2nd add 22 Kountze & McEntee's add 1 McCreary Place 41 46 19999993743 1999993743 23 94 3555343455200034433314333 355525555252200034433314333 355525555252200034433314333

indicate their stupendous character and added impressiveness from winding along, or within some of the most beautiful and

majestic scenery all Europe affords. The Drammens Vei (or Drams Way, be-cause built from the revenues from liquor licenses.) of Bergen, is one of the finest roadways in the world. It is cut out of the sides of the mighty Flœifjeld rising above the city. Five tremendous bends are re-quired to reach the summit. For its entire distance, where not blasted from the solid rock, the bed consists first of heavy boul-ders, then huge slabs of granite, and finally a thick covering of cement and gravel. The escarped sides are of solid masonry, often twenty, thirty and fifty feet high along their facades, to secure sufficient roadbed above; and the outer edges of nearly the entire Vei are protected by huge pointed rocks set upright at regular intervals. The outlook from any of its bends, comprising the red roofed city, the frozen heights to the north, the bay, the seaward countless islands and the thunderous ocean beyond, is not surpassed in Europe.

Blasted from Solid Rock.

Near Bjerkager, in the Frondhjem district. is another wonderful roadway. For its en-tire length of several miles it has been blasted from solid rock. The necessary dislodgements were often so great as to give the appearance of some mighty convulsion of the appearance of some mighty convulsion of nature. The steep mountain slope rises thousands of feet above you to one side, while below you, at the other, is a tremen-dous gorge, nearly 1,000 feet in depth, with a wild torrent raving and howling on its way to the distant flord. At the outer bends of the road overlooking the gorge and torrent the scenery is indescribably somber and crand. Huge unright masses of rock and grand. Huge upright masses of rock are set in masonry along the outer edge. And it is along such gruesome ways as these that the little Norwegian ponies clatter at break-neck speed, as you breathlessly cling

Vossovargen, through the last few miles of your rickety carriele. Descending from the upland ride, from Vossovargen, through the famous Nærodal to Gudvangen, the last few miles of your journey will bring you to a still greater combined marvel of road hulding and magnificent scenary. The still greater combined marvel of road building and magnificent scenery. The head of the valley is walled by mountain masses about 2,000 feet high. From this slittude mountain tops of 5,000 and 6,000 feet high are reached by gentler slopes. The great cliff or klev, called here the Stalheim, is the head of the chasm or valley gorge which finally opens out upon Gudyangen and the Nærofjord, the famous somber branch of the Sogne. The lower level of this chasm is reached by a splendid feat of engineering. The road is carried en echelle down the face of the cliff from a height of 1,500 feet in twenty-six zig-zag angles, of wide and ensy of the cliff from a height of 1,500 feet in twenty-six zig-zag angles, of wide and easy sweep at the angles of return. As each corner of this road is rounded, there is alternate view not only of this grand defile and snowcapped mountains behind and above, but of those famous waterfails, the Stalheimfos and the Siviefos; the former failing without a break for over 1,000 feet, and the latter for a tumble of nearly the and the latter for a tumble of nearly the same distance. When you have reached the bottom of the Stalheim gorge, an enormous cone of gray felspar, the phamtom-like Jordalsnyt, lifts its cowled head 4,000 feet into the cloud-mists above.

Norwegian Conveyances

The universal mode of travel along these Norwegian roads is by carriole. In all my own excursions on foot into the interior dis-tricts I never saw tourists or natives walkwhich contains on boot into the interior dis-ing upon the highways, as you will see them in England and Switzerland. The only ex-ception was where groups of peasants were making their way from one gaarde or farm bouse, or field or setter, to another. Trav-elers uever walk, and the bonder or farmer, and nearly all the peasant folk, do most of their necessary traveling in the carriele or atroll cart. Both are Norwegian institutions distinctively. The carriele is something like a combination of the American "suiky" and the English trap—perhaps more like a "me-horse shay." It is two-wheeled, low, and its long shafts, terminating just back of the axie, form springs for the seat, which is in front of the axie. The seat is low; you are compelied to straighten out your legs, as shough you, were sitting on the floor, and your feet thus just reach a stout little dash-baard. This has the advantage of landing you upon your feet, in case of a breakdown.

provided with, the tariff for the same, the number and character of vehicles and the number of horses to be in use, if a fast station, as well as the exact charge for pre scribed mode of conveyance to the next sta tion, each way. As the average official rate for posting does not exceed 3 cents per En-glish mile, the tourist can himself ascertain the exact expense from one station to another. You are also protected against imposition in the tendency of landlords to de-tain and retain their guests for profit. The handy daybook stands sentinel against this. Each traveler, or representative of a party before leaving a station must write his name in the daybook and state the exact number of conveyances engaged, so that any one following after may know if the absent vehi

cles fill the required quota. It is creditable to these sturdy Norwegian folk that when a party arrives at a "fast" station only to find that there is not a suffi-cent number of conveyances, though the legally required number is in use, that good breeding rather than bullying and bribes

will universally secure some sort of relief from your dilemma. A Norwegion station master is very seldom a truckling landlord. He is almost always a bonder, that is, a and a farmer on a respectable scale, who has been required by the government to pro-vide posting and entertainment facilities. In several instances coming under my ob-servation he is the school master, and I know of two who are clergymen. These anow of two who are clergymen. These men all have a certain pride in their in-dividual possessions, their position or character. Recognize this, and you will lead a charmed life upon the roads of Nor-way. Gracious behavior will bring a score of ponies from the hills and stoll carts from the orthogo forms of ways and stoll carts from of ponies from the hills and stoll carts from the outlying farms, if you require them, but if you intend being a boor or a cad among these quiet, proud-spirited people, you should bring along your own conveyance and supplies. The will not wrangle with you. They will simply let you so much alont that you might better be cast upon a deser island

Avenger of Wronged Traveler

island.

The station daybook has other important and interesting uses. You are privileged by law to set down in black and white, before the station master's eyes, any complaint you may feel it is your duty to record. These data are also retroactive. If the preceding station master has given your receives poststation master has given you a reculess post-boy, or a dangerously weak carriole, or has overcharged, you have sure means of reprisal through the daybook. At stated periods the Lensmand, a circuit-riding official, visits each station. This semi-magistrate is the avenger of wronged travelers. If their come plaints are well founded the offenders never escape adequate punishment, and I know of no other country where such unfailing protection to strangers is given Intermingled with complaints, praises and posting data, are very many curious travelers' written memorials of comparison, of fanfaro ade, of wit, of pathos, of ill-spirited taint and stain from that class which sours and beclouds all place and companionship. And one sentence I saw at a mountain station in the Halingdal I saw at a mountain station in the Halingdal district which read, "I must record in this daybook that Norway would be altogether sublime, were my little absent darlings with me!" told more than all the rest—that one cannot get in so remote a place on this round, huge globe, that there are not still shining clear and bright and sure those siender but mighty strands of human love which hold all the world together. EDGAB L. WAKEMAN.

Mule Shearing Spiders.

Yucatan is the home of an uncanny species of spider, known all over Cen-tral America as the "mule-shearer." This queer representative of the Mygale family has a habit of creeping up the legs of mules and horses and shearing off the hair that surrounds the hoof, especially the fetlock. The hair gained in this curious operation is used by the especially the fetlock. The hair gained in this curious operation is used by the insect as a nest-building material, and is removed from the leg of the mule or horse by a strong pair of mandibles, which resemble those of a "pinching" bug. Animals bitten by the "mule-shearers" always lose their hoofs.

peen practically promised by the platform of the Diaz administration, will probably carry. Pecultarly Atrocious Punishment.

The spectacle of a young girl crucified and dragged through the streets was one of the sights in this city recently. For trifling offenses a cruel guardian in the person of a strewish godmother by the name of Antonia Ramirez had adopted the plan of binding the girl to a rade wooden cross standing in a corner of the house in which they lived and keeping her there for many hours at a and keeping let inter for many noise at a made to the police a raid was made on the house and the whole collection, god mother, crucified child and all, bundled off to the police station through the streets. The police had a hard struggle to prevent the offending woman from being killed by the mob which gathered, infuriated by the atrocious sight.

Industrial Reform in Mexico.

From centuries of oppression and underpaid labor the industrial classes of Mexico are beginning to rise and intelligently dis cuss peaceable means for relief. Looking across the border to the north they see that there is something better in store for the working man than 373 cents a day in ex-change for long hours of toil, and a number of small beginnings have been made in the of small beginnings have been made in the union labor movement. The latest develop-ment is a well defined effort to organize a branch of the typographical union, operating under a Mexican charter, by progressive Spanish printers in this city.

There are about 3,000 printers employed in Mexico, it is estimated, and these are work-ing in some 300 offices. In the City of Mexico alone there are close to 100 papers, of which twenty are dailies, and the city force of printers is over 1,000. The desire is to or-ganize the best compositors into a union and ask that the rate of compositors into a union and ask that the rate of composition be placed at 50 cents a thousand, the other general rules and regulations of the union being much the same as in the United States. Mexican labor in this, as in the other trades, is not so effective as in the States, but a Mexican typesetter will plie up about 8,000 ems in a day, and thus at the desired rate would earn what in Mexico represents the

sum of \$4. Mexican Sugar and Coffee

A trial shipment of a carload of Mexican sugar is now on its way from Tampico to St. Louis, the buyers being Missouri commission men. If this shipment finds ready sale it is men. If this shipment finds ready sale it is but the beginning of a heavy trade in Mexi-can sugar with the United States. It is es-timated there are 30,000,000 pounds of the saccharine product awaiting sale along the line of the Monterey & Gulf railroad alone, which can be easily and cheaply transported to the United States from Tampico by the regular lines of steamers touching at New Orleans, New York and other coast ports. On the completion of the Tehuantepec railway connecting the eastern and western coasts of southern Mexico, coffee from the republic will enter the markets of the United States as a bidder for favor along United States as a bidder for favor along with the older brands. At present the most convenient market for the west coast coffee of Mexico is San Francisco, shipment for New York and Europe needing the expense of transfer at Panama. In this way the freights on coffee are actually cheaper to London than to New Orleans. The comple-tion of the transmexican road will change this, and steamers can be easily laden at Vera Cruz on the east coast for United States points.

Vera Cruz on the east coast for United States points. The shipping innovation inaugurated by this change would seem to be a great ad-vantage to Galveston and New Orleans in making these cities the great primary dis-tributing points for the central western states, whence the heavy jobbers of St. Louis, Omaha, Chicago and other commercial cen-ters can easily draw their supplies. The large investments in Maxican coffee lands are being made by northern capitalists and the increase in shipping facilities will in time re-suit in a material lowering in the price of the coffee used in the United States. Grading Up Stock.

Grading Up Stock.

The improvement of the live stock of Mexico is a subject which is attracting in-creased attention in the republic each year. As the cattlemen on the western plains saw a few years ago, so the Mexican stock grower are beginning to see now, that the native animals have too much hair, hoof and

situated in whole or in part within any of the districts herein specified: You and each of you are hereby notified that the city council of the city of Omaha will sit as a Board of Equalization, at Committee Room A. in the city hall. Omaha, Nebraska, on Friday, the 24th day of November, 1903, from 9 o'clock a. m. to 5 o'clock p.m. for the purpose of considering and equalizing the pro-posed levy of special taxes and assessments as shown by "Proposed Plans of Assessment" now on file in the office of said city clerk, and correcting any errors therein, and of hearing all complaints that the owners of property so to be assessed and taxed may make; said special taxes and assessments for be levied being necessary to cover the cost of the several improvements duly authorized to be made and now completed, as follows: To cover the cost of widening Fort street from 24th street to North boulevard, amount-ing to the sum of \$1,871,60, which sum it is pro-posed by a report duly adopted by the City Council, to assess as follows: To cover the cost of widening Ohio street from \$21,81,850,06; and on lot 16, Forbes' sub, \$21,00. To cover the cost of widening Ohio street from Sherman avenue to 18th street, amount-ing to the sum of \$5,762,0, which sum it is pro-

Trons New York of a normality could strete the second of the sum of \$5,783,28, which sum it is proposed by the roport dily adopted by the City Coust on the roal estate on both sides of Ohio strete from Cherman avenue to 15th street, proposed by the roport dily adopted by the City Coust on the roal estate on both sides of Ohio strete from Cherman avenue to 15th street, proposed by the roport dily adopted by the City Coust on the roal estate on both sides on the roal estate on the roal estate on the roal estate on both sides on the roal estate on both sides as follows: From Corby streets to north line of 10t 7. Pruyna' sub. on east aide: from Corby streets to north line los 25, Millard & Caldwell's and on west side, at 60 cents per foot; from Corby streets to the property street to the property street on the roal estate on the roal estate of the street at 0 cents per foot; from Corby streets to the property street at 20 cents per foot; from Corby streets, as follows: In Flaw, the road on west side 10th from Tith avenue as follows: In Flaw, and the road on west side if the the street is sub 110t; in Flaw; sub on east and to 10t 28 Millard & Caldwell's and to depth of 20 street of the street south to 10t 7 in Pruyna's sub. On east and to 10t 28 Millard & Caldwell's on west, as follows: In Flaw; the street street to the the street street to the the street street to 20 street to 10 street is proposed by a street of a street is a street street street street street to 20 street to 10 street street street street to 20 street street is proposed by a street of a street street street street is 25 street street street is 25 street. The street street is 25 street street is 25 street is 25 street. The street street is 25 street is 10 street is 25 street. The street street is 25 street is 10 stree

process in depth from street to and any a center of block. To cover the cost of damages for change of grade of Douglas street from 25th street to west line of Boggs & Hill's 2nd add; 2sth ave-nue, 20th street, and 28th avenue. from Dodge street to Farnam street, amounting to the sum of 5560.00, watch sum it is proposed by a

<text>

In street improvement district No. 482. Lot 2 Andrews, Williams & Troxell's sub \$18 92 Lot 3 ... 18 92 Lot 5 ... 18 92 Lot 5 ... 18 92 514 0 Lot 4 bik 12 Patrick's 2d add Lot 5 bik 12 Lot 6 bik 12 Lot 7 bik 12

In street improvement district No. 513. Lott 11 Reed's 1st sub

2nd street from Curaings street to Izard street, in street improvement district No. 529, amounting to the sum of \$2.544.36, which amount it is proposed by a report duiy adopted by the city council, to assess on the real estate on each side of the street pro-rata per foot frontage and the usual scaling back process in depth from the street as per district created. Rate per foot, 54.8183. To cover the cost of curbing and paving 18th street from Farnam street to Dodge street in street improvement district No. 635, amount-ing to the sum of \$66.81 for curbing and \$0,508.77 for paving, which cost it is proposed by a report duiy adopted by the city council to assess on the real estate on both sides of 18th street pro-rata per foot front and accord-ing to the sum of \$66.81 for curbing and street as per district created; provided, that no curbing tax be charged to city hall lots, as this curbing had been put in before. Rate per foot for curbing, \$0.7188. Rate per foot for paving, \$0.0451. To cover the cost of curbing and paving 19th street from Farnam street to Duglas street in street improvement district No. 539, amounting to the sum of \$5.020.82, which sum it is proposed by a report duiy adopted by the city ceuncil, to assess on the real estate on ocal side of 19th street from Farnam street to Duglas street pro rata per foot front sum it is proposed by a report duiy adopted by the city ceuncil, to assess on the real estate on ocal side of 19th street for Farnam street to Douglas street pro rata per foot frontage and the usui scaling back process in depth from atreet as per district created. Rate per foot, \$9,5091. To cover the cost of curbing and paving per foot the usui scaling back process in depth from atreet as per district created. Rate per foot, \$9,5091. To cover the cost of curbing and paving

atreet as per district created. Rate per foot, 99,5091. To cover the cost of curbing and paving Pierce street from 1sth street to 20th street in street improvement district No. 539, amount-ing to the sum of 90,282.70, which sum it is pro-posed by a report duly adopted by the city council to assess on the real estats on each side of Pierce street. from 1sth street to 20th street pro rata as per foot frontage and the manal scaling back process in depth from street as per district created. Rate per foot, 55.370. To cover the cost of water connections in street improvement districts Nos 547, 552, 512.

To cover the cost of water connections in street improvement districts Nos. 547, 523, 512, 509, 521, 536, 539, 548, 518, 543 and 549 and 513, 522, 528, 533 and 555 and on 196n street from Nicho-Insistreet to Ohio street, and Erskine street in district No, 482, which cost it is proposed by a report duly adopted by the city council, to assess on the real cost te to which the connec-tions were made, as follows: Lot. Blk, Addition. Amount 1 4 Baker Place \$15 98 7 Bungs Sub 11 57 8 11 157 9 ** 11 57 10 ** 11 57

11 850 ft 29 W 14 10 W 15 N50 ft 31 W 15 850 ft N100 ft 31 W 15 850 ft N100 ft 31 Burr Oak W 4 55 ft 31 W 4 5 Capitol Hill Clark Pince Clifton Hill \$70 ft : Collier Place Fred Dellones

Dupont place

7 44

Banscom place

JOHN GROVES, City Clerk, Omaha, Neb., November 15th, 1953. Ni7d7s

	6	Elizabeth	
		place	23 25
	8		23 24
8%	8		23 25
	0		23 34
	9		23 25
1		and reaction to be reader	16 00
	5 4 9 4	Lakes add	23 24
			23 24
1		Andrews, Will-	23 24
	8 AQ	iams & Trox-	
		ell's Sub	18 53
	4 12	in a bub	18 53
	6 1		25 37
1 L 1 1	7 1		25 37
To cover the cost			artifi-
cial stone sidewalks	, wh	ch cost it is pro	posed
by a report duly ad	opte	d by the city co	unell.
to assess on the re	ant e	state for which	said
walks were laid, as	follo	WS:	
Lot.	Bilc		uount
1	1		198 58
E14 4	14	City	34 40
W60 ft 3	16	11.T	66 80
1	81		176 34
E14 3 W 4 3	81		37 14
W 1/4 3	81		87 14
1	45		74 28
	45		105 81
W16 6	342		34 40
	10	Hanscom Place	47 67
8	10		47 67
N% 9	10		55 56
21 26 19	10		55 56
8½ 9 8½ 10	10		137 28
Big 834 10	10		56 00
E% S% 11	10		24 68 47 36
8% 12 8% 13	10		56 00
813 14	10		71 68
	**	111111111111	
Wi0 ft sub 4 lot 2		Capitol add	12 80
E20 ft sub 5 lot 2	1.1.4		23 44
W1% ft of E21% sub	0 100	"abattag contal	1 76
To cover the cor sances in the city	0 01	abating certai	n nui-
proposed by a report	1 A.	in adopted by th	a olta
council to assess on	the	following real of	at at or
For stopping lag	k in	water olne on N	70 w14
For stopping lea lot 4 block 106, eity.	25 54	warm bibe on r	10.11.20
For shutting off	wate	r on lot 2 bik 123	city.
19.80.			
For cleaning cest	mool	a on lot 6 bly 8 1	Belges
Place, \$78.18.	shoor.	son loco bin a.	DE188.
To cover the cost			
sewer district No. 1	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	nounting to the	s sum
of \$6,817.30, which sa	d har	the city conneil	by a
report duly adopte sess on the real est	u by	the city council,	to an-
acas on the reat est.	front.	foot accorting	to the
sewer pro rata per usual scaling back	DIO	in denth from	so vuo
as nor nor distain	1 11	antad: provided	thur
as per per distric corner lots having	1 601	ver on both side	schall
be assossed for the	long	or frontage only	Rute
	TOUR .	or rioncage only	maro
per foot, \$1.004.			

1619993999 1619993999

16 c0 16 00

16 00 16 00

Franklin

5 20% ft w% tax lot 34 sec. 10

square

 14
 85
 To cover cost of sewer connections iaid in

 14
 85
 To cover cost of sewer connections iaid in

 14
 85
 the alley in block 205%, city, in street im

 15
 85
 provement district No. 573, amounting to the

 25
 95
 sum of 855.59, which sum it is proposed, by a

 25
 95
 sess on the real estate for which the work was

 15
 38
 done, as follows:

 21
 1.0t, Block.
 Amount,

90 31	TOF 12100	 A constraint on the 		Amonnt,
01 04	1 206½	City		
61 75	3 2065	**		17 54
24 00	4 9040			
24 44 1	8 9040			
23 65	2002			1
28 65	8 2009	1 To accord	***********	***** 0 UV
93 45	To cover t	he cost of co	nstructing s	tone side.
14 40	walks which	h cost it is t	proposed by	a report
12 22	duly adopte			
1.32	dury adopte	to for millar	suid walks	manual of
7 20		tra for anter	sain wares.	were laid,
14 40	as follows:			
7 20	Gn s14 10 ft	strip betwe	on 23d st and	lotablk
7 20	17, elty, \$39.6			
14 40	On all lot	5 bla 17. city	901.09	
11 12				
19 90	On lot 3 bl	k 352, city, #	21.99.	
7 20	You are fu	rther not lie	d that said	Propend
7 20			re now sub	
14 40			ution of a	
14 40	inspection	and examine	interior or al	ay or the

The section and examination of any of the inspection and examination of any of the owners of said lots, parts of lots or pleess of real estate, or the inspection or examination of any other person interested in said pro-posed assessments, at the office of said city clerk, and that by a report of a committee of said council duly adopted, it is proposed that unless for good and sufficient cause it may be otherwise ordered and determined, that the cost of said improvements respectively be as-sessed on the several lots parts of lots and pieces of real estate as shown by said pro-posed place and place above specified, to make any complaint, statement, or objection you desire concerning any of said proposed levies and assessments of special taxes. JOHN GROVES,