# PUFFING PIPES OF PEACE

## Western Railway Situation in a Somewhat Less Chaotic State.

## HARMONY NOW REIGNS OVER UTAH RATES

**Interview with Mr. Lomax on the Agreement Between the Union Pacific and Rio Grande Roads—Big Four at Chicago—Railway News.**

General Passenger Agent Lomax of the Union Pacific said to a BEE man yesterday that his trip to Salt Lake was for the purpose of arranging an agreement with the Denver & Rio Grande people so far as the state of Utah was concerned as to passenger rates, Mr. Munroe having gone west for a similar purpose as to freight rates.

"For some time past rates in Utah have been chaotic, due to the opening up of new mining territory," said Mr. Lomax, "and it was for the purpose of making an agreement satisfactory to both the Union Pacific and Rio Grande that the trip to Salt Lake was made at this time.

**Utah Central Satisfied.**

"While in Salt Lake I took occasion to make inquiry into the rumors of dissatisfaction on the part of the Utah Central people, but found that the matter had been greatly exaggerated. Without the main line of the Union Pacific the roads in Utah would be like a 'pig in a poke,' and appreciating this, they are perfectly satisfied with the present conditions, although a certain element of the minority have talked a good deal about proceedings in the same nature the Union Pacific, Denver & Gulf have successfully carried out. But even in the Union Pacific, Denver & Gulf case it has been a small minority that has forced a separation of the interests. The Utah Central lines have stood better in the financial world since their association with the Union Pacific system than when they were independent corporations, and bondholders knowing the present condition of things will be very chary of breaking away or following in the footsteps of ex-Governor John Evans of the Union Pacific, Denver & Gulf."

**Today's Chicago Meeting.**

Mr. Lomax was asked as to the probable outcome of the meeting today at the Great Northern hotel at Chicago, anent transcontinental rates.

Said Mr. Lomax: "The meeting promises to be the most influential in the history of transcontinental affairs held for years. There will be closer figuring than is usual at such meetings, for the four great lines, the Canadian Pacific, Great Northern, Northern Pacific and Union Pacific appreciate the importance of the discussion, and the outcome of the meeting is looked forward to with great interest.

"The Canadian Pacific has presented two differentials for consideration, one from Port Arthur at the head of Lake Superior, and the other from St. Paul. While I think the differential from Port Arthur will be favorably considered, although I have doubts as to the amount of the differential. $10 and $5, referring to first and second class tickets, being allowed, I have considerable misgiving as to the St. Paul differential now in force being continued. The Canadian Pacific is selling $10 and $5 cheaper from St. Paul to Vancouver than either of the other lines, although a considerably shorter line, and I am not so sure that the road is not shorter to Seattle. The Great Northern has done the eminently proper thing by selling tickets $10 and $5 higher than the Canadian Pacific according to the agreement made, but Hr. Hill is right when he questions the advisability of extending this differential indefinitely.

**Canadian Pacific's Position.**

"The truth of the matter is the Canadian Pacific has everything to gain and nothing to lose in this fight. It is supported by the government and is in every way a strong competitor of the American lines. Its equipment is well nigh perfect, its train service above criticism and it makes as good time as any of its competitors, and, having a shorter route to the Sound country, its demand for a differential from St. Paul seems to me to be rather impertinent. Along the same lines I might demand a differential from the Burlington or Rock Island on Denver business. If I managed to secure it all right so much gained, but if the roads protested I suppose the Union Pacific would have to go into competition unaided.

"One thing is certain, while the Canadian Pacific holds the key to the situation tapping the New England states, Wisconsin, Michigan and Minnesota, I don't believe the American lines will stand any arrogance on the part of 'the Cannucks' and unless some agreement is reached at the session tomorrow the liveliest sort of a war may be looked for. Mr. Hill and Mr. Oakes are not to be trifled with, and the Canadian Pacific people are aware of it.

"It is a fact since this war over transcontinental rates has been on the Canadian Pacific has been hauling passengers from Vancouver to St. Paul for $4, a distance of nearly 2,000 miles, after boat charges were deducted," concluded Mr. Lomax. "Now this state of things cannot go on forever and therefore the greatest interest obtains in the meeting tomorrow at the Great Northern."

**FAVOR THE PROJECT.**

**Expressions from Railway Men on the New Union Depot Question.**

Speaking of the new union depot scheme at the foot of Farnam street, Mr. Charles Kennedy, northwestern passenger agent of the Rock Island said that it was the most feasible scheme that could be devised.

"Omaha," said he, "lost thousands of dollars the past year because of the impression the present ramshackle structure made on tourists passing through the metropolis, and during the Knights of Templar conclave to Denver the city suffered greatly by contrast with the depot in the Mountain City. I am glad to see some such scheme evolved and only hope the depot will be built. Certainly the names of the incorporators of the Metropolitan Depot and Railway company show that 'business' is meant."

J. O. Phillippi of the Missouri Pacific was emphatic in support of the new site and said that a depot on the broad lines indicated in THE BEE would do more for the city than anything of a similar nature in the past ten years.

General Manager Holdrege of the Burlington declined to give an opinion as to the merits of the scheme, expressing a willingness to wait until he knew what the action of the eastern lines would be as to incurring additional expense in the matter of supporting the new structure.

President Clark was also of the opinion that "deeds not words" were needed at this time and closed up like a clam when asked if he was a supporter of the new project.

**May Go With the Gulf.**

There was a rumor in railway circles yesterday that Mr. C. S. Stebbins, formerly general ticket agent of the Union Pacific and latterly secretary of the transmissouri committee of the Western Passenger association, was to be made general passenger agent of the Denver, Texas & Gulf road, with headquarters at Denver. It is known that Mr. Stebbins was in Denver last week in consultation with Receiver Trumbull but the outcome of the interview could not be learned. There are nearly forty applicants for the position of general passenger agent of the bifurcated road, Mr. Temple-formerly of the Union Pacific, being endorsed by a number of the leading men of Denver, but Mr. Stebbins has made a reputation for himself in the passenger business, and what is more to the point, it is understood, is backed by Mr. Clark, president of the Union Pacific.

A dispatch from Denver announces that Mr. Stebbins will receive the appointment immediately after Receiver Trumbull's return from Texas, where he has gone on a tour of inspection.

The application of Receiver Trumbull to have his authority extended over the Gulf line beyond the state of Colorado and that the lines of the Denver, Texas & Gulf in New Mexico, Nebraska and Wyoming be transferred in trust to him, was argued Tuesday before Judge Hallett in the United States circuit court for the district of Colorado. The argument consumed the day and Judge Hallett took the matter under advisement.

**SAYS FRAUD WAS USED.**

**Interesting Suit Filed in the United States Court at Des Moines.**

DES MOINES, Jan. 3.—[Special Telegram to THE BEE.]—A bill was filed in the United States circuit court here today to set aside all the litigation and decisions of the past ten years in respect to the Des Moines, Osceola & Southern railway. The suit is brought by W. R. Brockett of Boston, owner of a considerable amount of bonds of the road. He was deprived of any return for his money by a decree of the federal court in 1886, his bonds becoming worthless.

By that decree the receivers' certificates and mechanics' liens against the road were made first and second liens, the bondholders being shut out entirely.

The road was held on foreclosure, some of the liens satisfied, and the matter has been at rest for several years. In his position Brockett says he came into possession of the information on which he bases his charges within the past year. He claims that the adjudication and decrees under which the road has been conducted since 1886, as well as the sale of it, have all been fraudulent, corrupt and obtained by fraud and conspiracy on the part of the trustees and the men who held the largest liens acting with B. L. Harding and others. The defendants to the new action number about twenty, among them Warren F. Putnam of New Hampshire, Edward Woodman of Maine, Frederick H. Gillette of Massachusetts, and the largest holder of the mechanics' lien, R. T. Wilson & Co. of New York.

**MUST RESTORE THE RATES.**

**Elkhorn Company Served with the State Board's Final Ruling.**

LINCOLN, Jan. 3.—[Special to THE BEE.]—Official notice of the final order of the State Board of Transportation in reference to the reduction of hay rates on the Elkhorn railroad was served on General Manager Burt today. The substance of the ruling is that the new schedule of rates on hay announced by the Elkhorn company October 3, 1893, is unreasonable and unjust and that the preliminary order of the board adopted November 23, 1893, on the subject is fair and reasonable and the company is required to govern itself accordingly.

The board found that the shipments of hay originating on the Elkhorn road in Nebraska amounted in 1889 to 13,553 tons, in 1890 to 14,419 tons, in 1891 to 41,898 tons, in 1892 to 28,730 tons, in 1893 to 39,427 tons, and that the shipments of the present year will amount to from 50,000 to 60,000 tons. It further appears that this is the chief product of much of the territory traversed by the line in the state, together with grain, and that this is another reason for keeping the rates down. The grain shipments constituted 40 per cent of the freight handled on the road during the year ending June 30, 1893, and the shipments of hay for the same period were 4 per cent of all the freight of the company.

It is thought the case will be carried to the courts.

**NO USE FOR THE SWITCH.**

**Transfer Facilities Between Railroads at Sutton Entirely Unnecessary.**

SUTTON, Neb., Jan. 3.—[Special Telegram to THE BEE.]—The transfer switch question was up before Secretaries Johnson and Koontze here today. The testimony developed that a transfer switch here connecting the B. & M. with the Kansas City & Omaha would require to be about 3,000 feet long and would cost about $4,000. There were none of the business men or shippers on either line of road who appeared before the board to advocate a switch. The entire testimony, not only from the railroad experts present, but from the business men here, was to the effect that there is no demand here for the switch and no practical use it would serve the public either at Sutton or adjoining towns. The secretaries go from here to Harvard, where they hold forth tomorrow, and from there to Hastings, where they will take testimony Friday and Saturday on the question.

**UNPAID INTEREST.**

**Troubles that Are at Present Confronting the Gulf System.**

DENVER, Jan. 3.—Some comment has been caused by the fact that the interest on the Colorado Central bonds and on the consolidated bonds of the Gulf system, due in December and January, has not been paid. The receiver has not applied to the court for authority to pay the same, it is understood, and the possibility of a foreclosure has been raised again. It is quite evident that the bondholders are in sympathy with the reorganization of the Union Pacific in its original entirety, and are watching the situation very closely. Unless the receiver can get the system in shape to meet the interest due in June and pay the overdue interest it is the opinion of some parties interested that foreclosure proceedings will follow. Men who are familiar with the ability of Receiver Trumbull say if the revenue can be had out of the Gulf he will get it and will meet all of the obligations.

**CAPITALIZATION TOO HEAVY.**

**How the Sioux City, O'Neill & Western Would Prefer to Be Treated.**

SIOUX CITY, Jan. 3.—[Special Telegram to THE BEE.]—The Sioux City, O'Neill & Western road has filed a remarkable answer in the foreclosure proceedings began against it by the Manhattan Trust company, trustee for the bonds. The company declares that its total capitalization was placed at nearly $6,000,000 on 130 miles of road, or three times its cost. This is contrary to the constitution and laws of Nebraska which expressly provide against such overcapitalization. The directors ask, therefore, that all the stocks and bonds be declared void and the road turned over to the assignee of the Union Loan and Trust company for the benefit of the trust company's creditors, who advanced the money to build the road.

**Transcontinental Meeting.**

CHICAGO, Jan. 3.—The meeting of the transcontinental lines will begin tomorrow, and from the present outlook there is likely to be a lively time. The Canadian Pacific will be represented and will demand its differential on San Francisco business, and there is almost no chance at all of its request being granted. It is quietly announced today that the Canadian Pacific, if granted its differential to San Francisco, will be willing to grant a differential to other lines on north Pacific coast points. This would be simply a reduction of rates, provided the differentials were equal. The other lines will fight strong against the granting of any differentials whatever.

**Will Revise the Commission Schedule.**

CHICAGO, Jan. 3.—In the Western Passenger association meeting today it was decided to revise the commission schedule and advance the rate, making it effective on all business from December 1, 1893. The rate will be 75 cents on a single fare between Chicago and the Missouri river and $1 for the round trip. There will be no change in the schedule as affecting transmissouri business.

**Demands for Sioux City.**

CHICAGO, Jan. 3.—The Fremont, Elkhorn & Missouri Valley has demanded that Sioux City be made a transcontinental gateway and that existing rates via Council Bluffs be applied via Sioux City. This would lower the present Sioux City rate to California by $2.50. All lines not connected with the Northwestern system are against the demand.

**Suing a Bank.**

INDIANAPOLIS, Jan. 3.—The Lake Erie & Western today sued Receiver Hawkins of the Indianapolis National bank for $19,000. The company claims this amount represents drafts, deposits and collections which have been wrongfully allowed to commingle with the general assets of the bank.

**Panama Railway and Its Taxes.**

NEW YORK, Jan. 3.—The Panama Railway company has brought suit against the state of New York to recover $94,850.55 taxes paid on its capital stock on the ground that its entire capital was invested in the isthmus of Panama and not here.

# FOR CONTEMPT OF COURT

## Two Members of the Omaha Bar Arrested on a Serious Charge.

## FILED PRACTICALLY FALSE AFFIDAVITS

**Alleged to Have Entered Into a Conspiracy to Impeach the Record of the District Court—Will Be Heard Today—Court Notes.**

The wedge that was used a few days ago in prying open the burr of a legal chestnut is liable to be the cause of three men getting into deep and serious trouble. If the charges alleged are proven two of the men, who happen to have their names enrolled as attorneys at law, will be called upon to show cause why they should not be disbarred, while the other individual will try to convince Judge Amborse that he ought not to be sent to jail.

Standing out in bold relief there is an entry upon the docket of the law court charging that, willfully and maliciously, David L. Van Etten, Julius S. Cooley and Theodore Gallagher conspired together for the purpose of not only misleading some of the citizens of the city, but a judge of the district court, by securing affidavits which were based wholly upon misrepresentations.

**History of the Case.**

Long years ago David L. Van Etten and his wife, Emma, came into possession of a lot on Harney street, some distance west of the cable tramway power house, upon which a cottage was erected during the summer of 1883. The lumber used in the construction of this cottage was bought from George A. Hoagland, but as it has never been paid for a suit now in court is the primary cause of the troubles of the three men heretofore mentioned.

During the fall of 1883 Hoagland sued the Van Ettens and got a judgment for the full amount of the debt, $803, but not being satisfied with the findings of the court and jury the defendants went up to the supreme court, where the decision of the lower court was sustained. The mandate came back and, after being duly entered, a notice of sale of the premises was ordered, but right at this point Van Etten commenced to get in his fine work. He moved for a new trial, alleging that there was newly discovered evidence, and upon the showing made the case again got back into the district court, where all of the old straw was threshed over again, but with the same result as upon the former trial. Once more Van Etten worked the case up to the supreme court and once more the findings of the lower courts were sustained. Execution was issued and the property ordered sold to satisfy the judgment, but being equal to the emergency, by some legal hook or crook, Van Etten got a new trial and for the third time forced his case into the courts. Again he was knocked over the ropes and again he went up to the supreme court, there to meet with the same success that had crowned his efforts upon two former occasions.

Thinking that this was the third time and out, Hoagland got his order of sale and advertised the property, which was offered by the sheriff a few weeks ago at public auction. For a time the matter was at rest, but yesterday there was a complete change in the situation, and Messrs. Van Etten, Gallagher and Cooley were jerked into court on contempt proceedings, the charge being that they, each and all, had been doing some crooked work.

**How Affidavits Were Secured.**

According to the affidavits on file the story is to the effect that shortly after the sale was made by the sheriff, Van Etten enlisted Gallagher and Cooley in his behalf in an effort to undo what had been done by the court. The affidavits show that soon after the sale the three men went to E. C. Garvin, George H. Fitchett, C. J. Karbach, W. W. Lowe, George J. Paul and R. P. Hamilton, all prominent real estate men of the city, and told them that the city council was considering the property as the location for the proposed market house, and that an appraisement of the ground was wanted, that it might be presented to the council, that that body might intelligently fix the value. In each instance the three men are alleged to have insisted that the value should be fixed at a high figure. The appraisements were made and in the end they all found their way into the possession of Van Etten, who filed them in the office of the clerk of the district court, for the purpose of showing that the sale made by the sheriff was below the two-thirds appraisement value, as required by law.

With these false appraisements, Van Etten Tuesday afternoon went before Judge Ambrose, where he asked to have the sale set aside. The judge thought the proceeding a trifle peculiar, and at once commenced an investigation, which resulted in finding out that when Cooley went to Karbach he represented that he was getting a lot of foreign capital into Omaha, and that if he got a high appraisement he would get a large loan upon the property. This same investigation showed that the market house scheme was worked upon the other appraisers. Upon learning the facts, warrants were issued for the arrest of the three men, Van Etten, Cooley and Gallagher, and placed in the hands for service. Cooley could not be found, but the other parties were arraigned in court, where they pleaded not guilty, and the hearing was continued until this morning.

**Toyed with the Tiger.**

August Meyers is another individual who has lingered in the lair of the tiger, and according to his sworn admissions he has been lacerated by the fangs of the beast, in a vain attempt to get the best of the creature. In other words, Mr. Meyers has filed a petition in the courts alleging that P. C. Pierson, C. V. Pierson and J. J. Hughes owe him the sum of $894, which amount he "blew" against a game of roulette while trying to guess the combination. In the petition Meyers fails to state when he commenced playing the game, but he fixes the first date of his losses on February 3, 1893, and from that time until April 8 he was a regular patron at the table, watching the wheel go around, all of the time playing "the odd" wide open and "coppering" the red to win. Having failed to close the gambling house by driving the bank into liquidation, Meyers has now asked the court to step in and compel the house to pay back the money which he lost.

**Suing for Damages.**

William Holmes, as the guardian of Jacob Vaverka, insane, has sued the Hammond Packing company of South Omaha in an action to recover $25,000 damages. The petitioner alleges that on September 19, 1891, Vaverka was an employe of the packing company and that on that day, acting under the instructions of the foreman, was pushing meats along an elevated track. While doing this he fell to the floor, six feet below, and struck his head, producing violent insanity, from which he has never recovered.

**Denied the Application.**

In Judge Ferguson's court yesterday the application for the appointment of a receiver to take charge of the personal property of the Palace stables was denied. The court held that there was sufficient property to satisfy all of the claims, and as there was a bond given to cover all losses, there was no necessity for a receiver. Attorney O'Connor, representing J. D. Creighton, the applicant, at once filed a motion for rehearing the case, which was granted.

**Precinct of Promotion.**

St. A. D. Balcombe of the Board of Public Works of the city is in Judge Blair's court, where he is seeking to recover $250, which amount he alleges is due him on account of the new charter having made him a sewer inspector, instead of merely a member of the board.

**January Term Opened.**

The January term of the county court opened yesterday, with 225 cases on the docket. Judge Eller presided, and set the hearing of most of the cases, all of which will come up before Judge Baxter, who assumes control of the office next week.


**THE MORSE DRY GOODS CO.**

**Our January Prices Speak for Themselves.**

This month we are determined to close out all winter goods. Goods at cost, under cost, half price and quarter price, even; or any kind of a price. Suit yourself about that. We want the goods sold. Notice a few specimen bargains.

All blankets worth up to $10.00 for $5.00.

All $2.00 French broadcloths for $1.00.

All $1.50 and $2.00 novelties for $1.00.

25 pieces of fine black dress goods, worth $1.50 or over, go for 75c.

75c cream damasks go for 58c.

60c cream damasks go for 50c.

50c cream damasks go for 37½c.

25c damask towels go for 19c.

75c sheets, 9-4 wide, extra heavy, for 50c.

5c brown canton flannel, 3c.

8c brown canton flannel, 6¼c.

12½c brown canton flannel, 10c.

Boys' $10.00 and $12.00 suits for $5.00.

Best dark prints, 5c.

Best 8c and 10c ginghams, 5c.

A large line of 25c Scotch ginghams, 19c. Buy them now and save 25 per cent.

Important reductions in hosiery and underwear.

All cloaks at greatly reduced prices. Ask to see our 3 great leaders at $5.00, $7.50 and $10.00, reduced from $10.00, $15.00 and $20.00.

All our fur trimmings half price.

Important sale of house furnishing goods in basement.

We have made some great cuts here, as we have determined in the future to devote our basement to china and glass ware. All wooden and tinware must be sold.

MUSLIN UNDERWEAR.

The great January sale now going on. Customers say the line is by far the most attractive ever shown in Omaha. We show you the cream of the goods of the three large makers of the country.

THE MORSE DRY GOODS CO.

Bread, 2c loaf at Hayden's.


**NEWS FOR THE ARMY.**

**Changes in Stations and Duties of Ordnance Officers—Leaves Granted.**

WASHINGTON, Jan. 3.—[Special Telegram to THE BEE.]—The leave granted Second Lieutenant William C. Neary, Third infantry is extended one month.

The following changes in the stations and duties of officers of the ordnance department are ordered: First Lieutenant Sidney E. Stuart is relieved from duty at the works of the Bethlehem Iron company, Bethlehem, Pa., and assigned to duty at the powder works of Dupont & Co., Wilmington, Del.; First Lieutenant J. Walker Bennet is relieved from duty at the Frankford arsenal, Philadelphia, and will report in person to Captain Ira MacNutt, at the works of the Bethlehem Iron company, as his assistant. First Lieutenant Colden L. H. Ruggles (recently appointed) will proceed to Frankford arsenal and report in person to the commanding officer thereof for assignment to duty.

The ordinary leave granted Captain George Mitchell, Second artillery, and extended, is changed to leave on account of sickness, to date from December 2.

Leave for three months, to date from December 31, is granted Major George M. Randall, Fourth infantry.

**Endorsed by an Anarchist.**

CHICAGO, Jan. 3.—Thomas Greif, a prominent anarchist and the owner of Greif's hall, which the Chicago anarchists recognize as headquarters, said in an interview today that he does not censure Assistant District Attorney Pentecost for writing to the district attorney at New York retracting the statements he made at the time of the anarchist trials.

"In the first place, I think it is only newspaper talk," said Greif. "Still, he might do such a thing and it would be all right. He is working in the interests of his own bread and butter. Anyway he is all right."

**Elected the Old Officers.**

CLEVELAND, Jan. 3.—At the annual meeting of the Cleveland & Pittsburg railway today all the old directors and officials were re-elected. The operation of the road for the current year, so far as reported, reflects the adverse conditions which have prevailed in the business of the country generally, and indicates a deficit of about $200,000 in net results. The total receipts were $1,323,328.23; disbursements, including dividends, $1,323,319.70; betterments, $177,762.07. The net earnings cannot be given until the lessee renders his report March 1.

**Borrowing to Pay Its Debts.**

CLEVELAND, Jan. 3.—Judge Ricks of the United States circuit court today issued an order allowing J. W. Wardwell and Frank Swift, receivers of the Cleveland, Canton & Southern railway, to borrow $124,876.26, the money to be used in paying for labor and taxes, and also to pay overdue interest on first mortgage bonds. The receivers will also issue collateral certificates in an amount not exceeding $1,100,000, the creditors being agreeable to such a move.

**Not Charged to The Bee.**

An anonymous correspondent of the World-Herald copies a special telegram sent from Omaha to the Chicago Record and charges that it was sent from THE BEE office. It was not sent from this office, but was sent out by an irresponsible person who has no connection whatever with THE BEE, nor so far as is known, with any Omaha newspaper.


Awarded Highest Honors World's Fair.

**DR. PRICE'S Cream Baking Powder.**

The only Pure Cream of Tartar Powder.—No Ammonia; No Alum.

Used in Millions of Homes—40 Years the Standard


# THEY MAY DECLARE IREY OUT

## Board of County Commissioners Has a Perplexing Question to Solve.

## RELATES TO BOND OF COUNTY TREASURER

**That Officer Differs with Board as to Amount that Should Be Required—Will Be Settled Today—Disposition of the Members.**

The situation in the office of the county treasurer is in a condition that causes the county commissioners considerable anxiety, but it will come to a show down this afternoon, when the board holds its last meeting prior to turning the affairs of the county over to the members of the new board.

Some years ago the members of the Board of County Commissioners passed a resolution fixing the bond of the county treasurer in the sum of $250,000. Since that date there never has been any action taken with reference to the amount of the bond, the custom being that each incoming treasurer should give a bond of $250,000, the sureties to be approved by the board. Two years ago, when Mr. Irey was elected to the office, the commissioners accepted and approved a bond in this amount and there the matter rested, notwithstanding the fact that the statutes provided that with each administration the bond of the treasurer should be placed at double the amount of the cash that might come into the hands of the official during his term.

**County Without Security.**

Taking this view of the situation some of the commissioners are of the opinion that during the past two years the county has been without a legal bond from the treasurer.

Last July, when Treasurer Irey made his semi-annual report to the board, the document showed that he had $300,000 of county money on hand, or $50,000 more than the amount of the bond. This caused the commissioners to be somewhat alarmed, and soon after the July meeting they passed a resolution that when Mr. Irey's successor was elected he would be required to give a bond in at least $700,000, or in double the amount which might come into his hands during the term beginning with the first of the present fiscal year.

It so happened that Mr. Irey was elected as his own successor, but when the bonds of the other officials-elect were presented that of Mr. Irey did not appear. Owing to the fact that the bond was in a large amount, the commissioners thought nothing of the delay, and consequently adjourned from day to day, waiting for the bond to be presented.

**May Declare His Office Vacant.**

Last night, however, the members of the board were given to understand that the $700,000 bond had not been secured, and that the chances were that it would not be presented for their approval today, Mr. Irey holding that having been elected his own successor he would simply hold over, and that the old bond would continue in force.

Should this course be adopted the meeting this afternoon is liable to be a very interesting session, as a majority of the members have decided to pass a resolution declaring the office of county treasurer vacant.


Bread, 2c loaf at Hayden's.

HAYDEN BROS.

**For All Day Thursday.**

30 pounds granulated sugar $1.00.

35 pounds No. 3 C sugar $1.00.

40 pounds No. 5 B sugar $1.00.

Soda crackers per pound 5c.

Oyster crackers per pound 5c.

California raisins per pound 5c.

California dried grapes per pound 3½c.

Country butter 12½c.

ODDS AND ENDS.

The first of every year we take the odds and ends from dinner sets, tea sets, toilet sets and open stock patterns, put them on counters and sell them at any price from 2c per article up.

A FEW OTHER BARGAINS.

Gold band cups, saucers and plates, 13c.

China plates, 3c.

Kitchen lamps, complete, 23c.

Towel rollers, 3c.

Wooden pails, 5c.

Tubs, 25c, 35c, 45c each.

Wash boards, 7c

Wringers, $1.25.

6 dozen clothespins, 5c.

6-piece toilet sets, $1.87.

Grdnite cups and saucers, 2c per pair.

HAYDEN BROS.

Drexel hotel, 16th and Webster, 1 blk. from M. P. & Elk. depot. Nat Brown, prop.

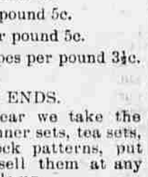
Bread, 2c loaf at Hayden's.


**Indiana's Wool Growers.**

INDIANAPOLIS, Jan. 3.—The Indiana Wool Growers association adjourned today after passing resolutions denouncing the Wilson bill and pledging themselves to vote against every man who shall vote for or favor the measure in any way.

There was strong opposition to the passage of the resolutions, but they went through.


A Natural Food.



Conditions of the system arise when ordinary foods cease to build flesh—there is urgent need of arresting waste—assistance must come quickly, from *natural food* source.

**Scott's Emulsion**

*is a condensation of the life of all foods*—it is cod-liver oil reinforced, made easy of digestion, and *almost as palatable as milk.*

Prepared by Scott & Bowne, N. Y. All druggists.

DR. WILLIAMSON

SPECIALIST

President of NEW ERA MEDICAL AND SURGICAL DISPENSARY.

Consultation Free.

Is unsurpassed in the treatment of all Chronic, Private and Nervous Diseases. Write to or consult personally.

TREATMENT BY MAIL.

Address with stamp, for particulars which will be sent in plain envelope. P. O. Box 951. Office 115 S. 15th street, Omaha, Neb.

# THE WILSON BILL.

## GIVE IT A TRIAL.

Congressman Wilson of West Virginia, the framer of the much abused "Wilson Bill" is no doubt a commercial genius. The measure is framed for the reduction of the tariff, also a reduction of the treasury (?) surplus. The idea of herding up mountains of silver, when we can issue paper bonds and buy a clean supply of silver every year is ridiculous. Give the masses the benefit of what you can easily spare and let the treasury take care of itself—Precisely as the Nebraska deals with that popular

**Semi-Annual Odd and Ends Sale.**

We consider a most suicidal policy for us to herd up broken lots when we can obtain brand new and fresh stock. Thus we give the masses the benefit, regardless of what our treasury suffers—We are just in claiming the ace of trump, for completeness of stock at every beginning of a season.

**This Sale Affects Each of Our 3 Dept's.**

Be it suits or overcoats for father or son, furnishings, shoes, hats or caps, for man or boy. No matter how desirable the size no matter how pretty or fine the goods—got to have a complete line or considered an Odd and End—

**Prices Resemble an Exploded Dynamite Bomb.**

Scattered about the house touching every department from pit to dome—A regular massacre of honest values—you surely never had an opportunity of saving such a heap of money on one sale—The question and obtacle "Have we your size"—Come and see—

**Nebraska Clothing Co**

Cor. DOUGLAS & 14TH STS.

Close at half past six—Saturdays at 10.

# HOME SEEKERS' EXCURSION

—TO—

# Houston, Texas

Over the Chicago, Rock Island & Pacific Railway,

# Tuesday, January 9th

**One fare for the round trip, to any point in Texas. Tickets good for 30 Days.**

**For Information and Particulars of Great Auction Sale of**

# Lands or Lots

**Call on or address**

# A. L. KEMPER,

**Paxton Hotel, Omaha.**

**Or write to**

**Omaha and South Texas Land Co.,**
**911 Hutchins House Block,**
**Houston, Texas.**

Our work is finer than ever. We always have the latest in back grounds and accessories. Take advantage of your leisure time and have a negative taken of yourself, to please your relatives and friends.

Heyn

HIGH-CLASS PHOTOGRAPHY.

313, 315, 317 S. 15th St., Omaha.

Take Elevator.

Between Farnam and Harney.

We will send you the marvelous French Preparation CALTHOS Free, and a legal guarantee that CALTHOS will Restore your Health, Strength and Vigor. Use it and pay if satisfied. Address VON MOHL CO., Sole American Agents, Cincinnati, Ohio.

NEW PUBLICATIONS.

**EPILEPSY.**

An account of the only rational mode of treatment. Pamphlet edition 10c. Address Dr. Williamson, New London, Conn.

**NEBRASKA**

NATIONAL BANK.

U. S. Depository, Omaha, Neb.

CAPITAL, - - - $400,000

SURPLUS, - - - $65,000

Officers and Directors—Henry W. Yates, president, R. C. Cushing, vice president, C. S. Maurer, W. V. Morse, John S. Collins, J. N. H. Patrick, Lewis S. Reed, cashier.

THE IRON BANK.

**BAILEY, LEADING DENTIST**

MAKES

Beautiful Teeth

A FULL SET ON RUBBER $5.00

Teeth extracted painlessly in morning. NEW TEETH SAME DAY.

Painless Filling ——New Process.

Bridge and Crown work, finest and best at lowest prices. All work warranted.

Paxton Blk., 16th and Farnam Sts.

Entrance on 16th St. Telephone 1085


**Notice to Stockholders.**

Notice is hereby given that the annual meeting of the stockholders of the Omaha Union Depot company will be held at the office of the Union Depot company, at the headquarters of the Union Pacific Railway company, in the city of Omaha on the 8th day of January, 1894, at 3 o'clock p. m., for the election of directors and transaction of any other business that may legally come before the meeting. Omaha, Dec. 18, 1893.

J. G. TAYLOR, Sec. Omaha Union Depot Co.

D19d20t