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SPECIAL NOTICES

Advertisements for these columns will be then until 12:30 p. m. for the evening and un-1 9:00 p. m. for the morning and Sunday ed-Advertisers, by requesting a numbered check, can have answers addressed to a numbered latter in care of The Bee. Answers so addressed will be deliveed upon presentation of the check.

WANTED MALE HELP.

Rates, 150 a word first insertion, ie a word percafter. Nothing taken for 16:4 than 25c. BOLICITORS. TEAMS FURNISHED; INSTALL-ment goods. American Wringer Co., 1809 How-ard st.

AGENTS, SALARY OR COMMISSION. THE greatest invention of the age. The New Pat-ent Chemical Ink Erasing Pencil. Sells of sight. Works like magic. Agents are mak-ing \$15.00 to \$125.09 per week. For further particulars write the Monroe Brasor Mig.Co. N 26, La Crosse, Wis. TAILORS WANTED AT FRANK J. RAMGETS

WANTED, A STEADY MAN, IRISH CATHO his preferred, 18.90 per week; write foday John O'Toole, 66 Fifth avenue, Chicago, III. B-M403 II MANAGER WANTED: \$720.00 AND EXPENSE

AGISH WANTED: \$720.00 As the greatest kitcher fees the system of 12 to 12 sold in every fam reusites invented; 2 to 12 sold in every fam reusits 19, 20 and 25 cents, particulars from method Specialty Co., 73 4th st.Cincinnati, 11-M492 218 BALESMEN CALLING ON CLOTHIERS AND

elling article; large commissions. Send ents for samples. B-K Mfg. Co., 117 Nov. (inc. street, Hasieton, Pa. 13-M488 21*

WANTED-FEMALE HELP.

WANTED, GIRL FOR GENERAL HOUSE work, Call at 1123 S, 324. C-290 WANTED, LADIES AND GENTLEMEN. WE will pay 45.66 to \$15.96 per week to do strictly home work for us; no canvasning and prompt payments; send self-addressed envelope. Liberty Supply Co., Boston, Mass. C-M413 22* WANTED, GIRL FOR GENERAL HOUSE work where a second girl is kept. 3004 Parnan street. C-M479 27 WANTED, A GOOD GIRL FOR GENERAL, housework, Apply at 2716 Howard street. C-M68 23

WANTED, A WIFE, AM 29 YEARS OLD, 6 (set tall, American, handsome, rich, farmer, Photographs exchanged, Intentions strictly matrimony, Address Frank Merritt, Dunlao, 14, C-Meg 21

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D-M205

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WANTED-TO RENT.

STORAGE, WILLIAMS & CROSS, 1214 HAR M-760

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Rates, 140 a word first insertion, to a word LUMBER YARD WANTED IN GOOD TOWN exchange for clear Omaha real estate, paves atreets; give particulars, P. O. box 188 Omaha. N-386 22*

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Rates, 10c a line first insertion, \$1.50 a line er month. Nothing taken for less than lic. TURNITURE OF TWO STEAM HEATED flats for sale; both full of roomers; party wishes to leave city; in good location. Address C 55, Eec. OR SALE-PURNITURE OF THREE ROOMS complete for housekeeping; will sell cheap. 2717 Cuming st. O-155 22

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PERSONAL.

MASSAGE TREATMENT, ELECTRO-THER-mal baths, Scalp and hair treatment, manicurs and chiropodist. Mrs. Post, 519% S. 15th Withnell block.

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COMPOUND OXYGEN CURES ASTHMA, bronchitis, consumption, catairh, etc. Ten days free at R. 33 Douglas blk. 18th & Dodge.

WANTED, NAME AND REFERENCE OF county record expert. Work covers five years. State pay wanted. Address D 5, care of Bec. U-MITO 21* BUSINESS MAN ABOUT TO VISIT THE principal cities of Europe desires to undertake

principal cities of Europe desires to undertak few contributions for wholesale or manufac-turning houses; references. Address Camera, i Dearborn street, Chicago. U-M499 21* MONEY TO LOAN-REAL ESTATE.

Rates, 1½c a word first insertion, le a word hereafter. Nothing taken for less than 25c. MONEY TO LOAN AT LOWEST RATES. THE O. F. Davis Co., 1505 Farnam st. W-764 LOANS ON IMPROVED AND UNIMPROVED property. \$3,000 and upwards, 5 to 655 cent; no delays, W. Farnam & Co., 1320 nam. W-765 ANTHONY LOAN AND TRUST CO., 318 N. Y. Life, loans at low rats for choice security on Nebraska and lowa farms or Omaha city W-766

MONEY TO LOAN AT LOWEST RATES ON

dONEY TO LOAN At improved omalia real estate, improved and unimproved Omalia real estate, 1 to 5 years. Fidelity Trust Co., 1702 Farnam. W-767 MONEY TO LOAN ON FARMS IN DOUGLAS county and Omaha city property. No delay, Fidelity Trust Co., 1703 Farnam st. W-M663 MONEY TO LOAN ON OMAHA PROPERTY and Nebraska farms at from 6 to 7 per cent. W.B. Meikle, First Nat'l bank bid. W-M768 ENTRAL LOAN AND TRUST CO., 206 BEE building. W-795 MORTGAGE LOANS, A. MOORE, 504 N. Y. Life W-117m8* MONEY TO LOAN ON IMPROVED OMAHA real estate, Brennan, Love & Co., Paxton block. W-M132

I CAN LOAN YOU MONEY
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in large or small amounts
WITHOUT DELAY.
J. D. ZITTLE,
511-512 Brown block, 16th and Douglas.

LOANS ON REAL ESTATE WARRANTS, GOOD notes, etc., bought. Garvin Bros., 210 N. Y. Life. W-272

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MONEY TO LOAN—We will loan you any sum which you wish small or large, at the lowest possible rates, in the quickest possible time and for any length of time to suit you. You can pay it back in such installments as you wish, when you wish, and only pay for it as long as you keep it, you can borrow on HOUSEHOLD FURNITURE AND PIANOS, HORSES, WAGONS AND CARRIAGES, WAREHOUSE RECEIPTS. MERCHANDISE, OR ANY OTHER SECURITY.

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OMAHA MORTGAGE LOAN CO.,
206 SOUTH 18TH STREET,
FIRST floor above the street.

THE OLDEST, LARGEST AND ONLY INCORPORATED LOAN COMPANY IN OMAHA.
X—769
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MONEY TO LOAN ON HORSES, WAGONS, pianes and furniture of all kinds, Business confidential. J. B. Haddock, room 47 Ramge block.

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MONEY ON HOUSEHOLD FURNITURE,
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MONEY ON WARPHOUSE RECEIPTS,
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MONEY ON ANY CHATTLE SECURITIES,
MONEY ON ANY CHATTLE SECURITIES,
MONEY ON Goods that remain with you,
MONEY IN JATES OF SMALLE TIME,
MONEY IN JATES OF SMALLE TIME,
MONEY IN QUICKEST POSSIBLE TIME,
MONEY THAT YOU MAN JAY SHEE AT ES,
MONEY THAT YOU MAY JAY SHEE AT EN,
THE FIDELITY LOAN GUARANTEE CO. NELL block, cor. lath and Harney sta.
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X-770

WILL LOAN MONEY ON ANY KIND OF security; strictly confidential A. E. Harris, room I Continental block. MONEY LOANED ON FURNITURE, PIANOS, all articles of value. Fred Terry, 450 Ramge block.

BUSINESS CHANCES.

DRUG STORE, CENTRALLY LOCATED, ON easy terms. Box 518, City.

A \$1,200.00 HARDWARE STOCK FOR SALE, Business A No. 1. F. I. Ball, Creston, Noh. Y-M296 21*

ruoms, well furnished; will sell on monthly payments or exchange for real estate. Ad-dress Travelers Home. Y-460-m18 SHOE STORE FOR SALE OR HALF INTER-cut; well established business. Address Heckok Dadge, Fremont. Nob. Y-MEM 22*

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16. D. Wead, 16th and Douglas. Yes5-M22

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Y-186m18

\$1 000.00 HOTEL PURNITURE FOR CLEAR land or town property. Hox 683, Nortolk, Neb. Y-M466 21*

FOR EXCHANGE. Hates 16c a line each insertion, \$1.50 a line or meath. Nothing taken for less than 25c. 1 OWN 150 PARMS IN NEBRASKA, KANSAR and Dakota. Well sell cheap or exchange for molac, horses and cattle. Address box 76, Frankfort, Ind. Z-773 STEAM GRAIN ELEVATOR IN BEST PART of state, for general merchandse or gro-ceries, Address Lock bux 18, Wood River Neb. Z-3142 140 ACRES HAY LAND, 6 MILES FROM CEN-tral City, to trade for inerchandiae, graceries preferred. Box 554, Central City, Neb. E-242 Mis*

FOR EXCHANGE.

FOR EXCHANGE HOUSES AND LOTS IN Omaha for Nebruska land. The O. F. Davis company, 1505 Farnam street. Z-MTM 23 WANTED TO EXCHANGE, CITY LOT FOR farm land, free from incumbrances, McCord-Brady Co.

TO TRADE, LINCOLN LOTS AND CASH FOR small stock loots and shoes, gents' furnishing goods or general stock. Lock Box 14, Hebron, Neb. 2—493 23* IWO STOCKS GENERAL MERCHANDISE IN country towns, each 16,500; a line property on Capitol Hill, consisting of six houses. F. D. Wead, 19th and Douglas. 2466-M22

FOR SALE-REAL ESTATE,

Company, Milwaukes, Was.

FOR SALE, CHEAP-ONE BUSINESS HOUSE and lot, 25 feet front, at 162 South 21th atrect. Address I. M. Street, 112 South 28th atrect. Address I. M. Street, 112 South 28th atrect.

QUICK SALES, 10 ACRES, SOIL RICH AND very preductive, 6 miles west of postoffice. Frice, \$1,000. 220 acres, all in cultivation, as good a piece of land as there is in the state. Good build-ings, 13 miles west of Omaha, only \$50 per

nore. C. R. Boutright, 301 N. Y. Life. R E-250.

POR SALE, COPIES OF THE NEDRASKA investor, out about March 1, all newsdealors. Don't buy real estate or rent unit you get a copy. Big bargains. R E-MAS 28* ROOM COTTAGE AND BARN, 3-4 MILE from P. O. \$300 cash; price, \$1,500.
5-room cottage, 1 mile northwest, \$1,600.
481-acre farm, It miles Omnian P. O., at \$37.50.
South front Bristol st., lot equal to corner, \$600. 3909. A snap in 8-room house and 1 1-2 lots, south and east fronts, near Hanscom park; \$500 cash price, \$1,000. F. D. Wend, 16th and Douglas. re464-M22

ROOMS AND BOARDING, EVERYTHING first class, 2100 Dougha at. P-462 GREAT HARGAIN-S HEAUTIFUL LOTS IN Cloverdule, worth \$800 each, only \$500 each. Fi delity Trust Company, 1702 Farman 8t 105-186 28 OR SALE OR EXCHANGE-A 1 STOCK AND

grain farm or large body of raw land, clear grain farm or large body of raw land, clear I will take an elegant 10 or 12-room house of other good Omaha property for all or part. De sorthe your property, location, etc. Address 1 7, Bee.

RE—481 21* BARGAINS IN LAND.

100 ACRES in Know county, Neb., S. W. ¼ section 10-25-4, \$8.50 per acre.

150 ACRES in Howard county, Neb., N. E. ¼ section 25-15-11, 15-90 per acre.

150 ACRES in Wheeler county, Neb., N. E. ¼ section 25-24, 160 acres under cultivation; one of the best farms in the county, \$12.56 per acre.

200 ACRES in Greeley county, Neb. Section 17 and S. E. ¼ section 18-18-12, only 2 miles from North Loup on U. P. Ry, and 4 miles from station on B. & M. R. R. Good soil, rimining water, etc.; will make excellent stock farm; listed with us for quick sale at \$8.00 per acre.

2,500 ACRESS near Lodge Pole, Neb., on U. P. R. R., good soil, plenty of water, etc.; can plow three-fourths. Will make excellent sheep or cattle ranch; surrounding fand is held at \$6.00 to \$8.00 per acre. Owner must soil and we can offer the entire tract for \$4.25 per acre, less than half its value.

than half its value, HICKS, 505 N. Y. LIFE BLDG. RE-M439 21 FOR SALE, 40 ACRESJUST SOUTHWEST OF city, only \$275,000 per acre. Can divide and self 20 acres if desired. Hicks, 305 N. Y. Life Bidg. RE-M400 21

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cer month. Somma dark.

C. W. BAKER (FORMERLY WITH JOHN G. Jacobs, deceased; later with M. O. Maut) undertaker and embalmer; 613 S. 15th. Tel. 698, 775124*

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GLORE UPHOLSTERING CO., GENERAL FUR-niture repairing; estimates and information cheerfully given. All work called for and promptly attended to. 2023 Farnam street. Telephone 750.

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Lost on the night of Sunday the 18th or the
morning of Munday the 19th, three rings, two
solitare diamonds and one garnet. Return to morning of about and one garnet. Return to solitare diamonds and one garnet. Return to Barker hotel, Frank Melditch, Mgc. Lost—M495 23

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NEW AND SECOND HAND SCALES, ALL kinds. Address Borden & Selleck Co., Lake st., Chicago. 637

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Rates, 10c a line first insertion, \$1.50 a line per month. Nothing taken for less than 25c. VAN SANT,S SCHOOL OF SHORTHAND, 513 N. Y. Life, Omaha. Ask for circular, M405

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RAILWAY TIME GARD

Leaves [CHICAGO, BURLINGTON & Q. Arrives

4 Cpm Chicago Vestibute 3:59am 3:55am Chicago Express 4:25pm 7:95pm Chicago and Iowa Local 8:99am 11:35am Pacific Junction Local 5:55pm Ceaves BURLINGTON & MO. RIVER Arrives Omaha Depot 10th and Mason Sts. Omaha 10:15am Denver Express 9:35am 10:15am Denver Express 4:10pm 4:50pm Denver Express 4:10pm 6:50pm Nebraska Local (except Sun.) 6:50pm 8:15am Lincoln Local (except Sunday) 11:25am

Leaves CHICAGO, R. I. & PACIFIC. Arrives Omaha Union Depot 19th & Mason sts. Omaha

EAST.

9:30am Atlantic Express (ex Sunday). 7:15pm
8:30pm Night Express 6:45am
5:00pm Culcago Vestbuiled Limited 2:00pm
12:19am Oklahoma Exp (to C. B. ex. Sun) 6:25am

WEST.

6:30amOklahoma & Texas Exp. ex. Sun)12:10am
2:30pm. Colorado Limited . 4:50pm
Leaves UNION PACIFIC: Arrives
Omaha Union Depot 18th & Mason 8ts Comaha
9:50am Denver Express . 4:50pm
2:15pm. Overland Fiver . 6:30pm
3:45pmHestrice & Stromish Ex tex Sun12:20pm
6:40pm Pacific Express . 11.0am
6:30pm. Denver Past Mail . 4:20pm

Omaha Depot, Litti and Webster sts. OmahaSt Pan Express

Lea ra OMAHA & ST. LOUIS. Arrives Omaha U. P. Depot 19th & Mason sts. Omaha

...St. Louis Cannon Ball........12:25pm

Matter Discussed by Members of the Commercial Club Last Evening.

NEW PLAN PROPOSED BY MR. TURNER

Describes Its Advantages Over Present System of Highways-What it Would Cost-Question of Macadamizing-Avoiding Steep Grades.

At the meeting of the Commercial club last evening the question of a better system f country roads for Douglas county was discussed. Mr. Cyrus C. Turner opened. Mr. Turner's address was substantially as

follows: The annihilation of distance is the great feature of modera civilization. No-where on earth can there be found better facilities for transportation than on this North American continent. But while we as a nation have been busy developing our railways and our waterways, we have been singularly lax in the management and con-struction of our common highways. We have ignored the fact that every pound of freight must be hauled at some time or other over a public road before it reaches the railway station or the steamboat dock.

One authority has estimated that the cost Hinois from the farm to the railway is equal Illinois from the farm to the railway is educated to the cost of its shipment to tidewater. When one contrasts the two methods of haulage, it is not difficult to believe the truth of this statement. Yet this should not be so. The barbarous conditions of our country roads is a legacy that we have inherited from colonial days, and have failed to

Tonight I wish to discuss some of the conlitions as they exist in Douglas county, and shall point out to you what is, in my opinion, the correct course to pursue in order opinion, the correct course to pursue in order to secure good roads in this county. In doing so, I shall propose to you a scheme of road construction that is so radical and sweeping in its character that many of you will besitute before accepting the views

The figures and estimates that I am about to present are based on actual surveys. I feel, therefore, that I am fully justified in placing them before you, and that the stateagnts to be made are in all cases well within the truth.

TOPOGRAPHY OF DOUGLAS COUNTY. Before proceeding with this discussion, let us take a look at the topography of Douglas county. West of the Elkhorn river we have nothing but level bottom land. East of that river, however, the conditions are suddenly altered. Abrupt hills succeed abrupt hills in rapid succession, until the Missouri river is reached. Between these two rivers are four main divides, which traverse the county from north to south, rising from 150 to 225 feet above the level of the intervening valleys.

Now, if an expert road builder were sent into the field and told to select the very best possible route for a road between Valley and Omaha, he would choose a route that had but four hills to climb, or one hill or each divide. By a little careful study his could be done, and the length of the oad would be no greater than the shortest

What now has been the actual practice? Instead of sending practical, experienced men into the field to select the routes for our roads, the entire responsibility for road cation was assumed, some years ago by the state legislature, and a general law was passed declaring every section line in the state of Nebraska to be a public road. This was a cheap and easy method of getting a job-lot of roads, but it was fatal to the

roads themselves. As an illustration of the result of this law I will cite a single instance of an important road running east and west from the Elkhorn to the Missouri on which there are over thirty hills of varying height, whereas had an expert road builder-splected a route for a highway between the same two points, he would have selected a route of no greater length and with not to exceed six hills.

The grades on the road mentioned are of

the most abrupt character, indeed, there are about as follows: On the route that our expert would have selected steep grades would have disappeared entirely and we would find our-selves with a road on which the grades would be so easy as to present no difficulties to traffic. The highest divides would be crossed by grades so gradual that the traveler would scarcely realize that he was going up hill until he found himself at the sum-

your consideration this evening drawings that illustrate the advantages of the proposed method in a very clear manner. These drawings are taken from actual surveys made by the county surveyor, and are there-

fore accurate and truthful.

SAMPLES OF COUNTY ROADS This drawing is a map of a part of Douglas county lying just west of South Omaba. The red line shows the route of a proposed road for which surveys have been made. The heavy black line is the route of the existing road. It has also been surveyed, and here in Figs. II and III we have shown the profiles of the two roads. These profiles do not show the hills and vaileys as they now exist, but merely show what is known as "established grades." That is, these drawings show the profiles of the two

roads as they would appear after having present road to the grades shown in Fig. II will require the removal of 70,000 cubic yards of earth. On the other hand, in order to bring the proposed road to the grades shown in Fig. III it is only necessary to move 40,000 cubic yards of earth, or a sav-

ing in earth-work alone of 30,000 cubic yards. Let us take a look at the two roads again and compare their merits. Here is a table that will give you some comparative

Examining this table, we discover the following facts: (1) That there is a difference in earthwork alone of 30,000 cubic yards in favor of the proposed road. (2) That the proposed road is 3,550 feet, or about 13 per cent shorter than the existing road.
(3) That the total height of hills on the existing road is 470 feet, or about 175 per cent greater than on the proposed road.
(4) The fourth and most striking fact in

the reduction in the gradients themselves. We see that the ruling gradient is reduced from a slope of 6 in 100 to a slope of 214 in 100.

It is often said to me: "But would not the roads of this system be longer than our present roads?" Decidedly no. This is for the reason that the routes offered by it are more direct and do not zigzag along

section lines, as is the case now. TABLE OF DISTANCES. In support of this statement I would like to call your attention to this table of distances. We have here the distances apart of several important points in Douglas county, measured on the most direct route have also the distance between the same

CRIME IN HIGHPHACES! not strange that some people do wrong through ignorance, others from a faiture to investigate as to the right or wrong of a matter. But it is strange, that individuals and firms, who are fully aware of the rights of others, will persist in perpetrating frauds upon them. High-toned, wealthy manufroturing firms will offer and sell to retail merchants, articles which they know to be infringements on the rights of proprietors, and imitations of well known goods. We want to sound a note of warning to the retailers to baware of such imitations and simulations of "CARTER'S LIT-TLE LIVER PILLS." When they are of fered to you, refuse them; you do not want to do wrong, and you don't want to lay yourself liable to a lawsuit. Ben Franklin said "Honesty is the best poliit is just as true that "Honesty is thebest principle.

GOOD ROADS FOR THE COUNTY points measured as they would be by the increase rather than diminish. According to present methods the bulk of this sum is Miles by Miles by

Omaha P. O. to Bennington. 15 Omaha P. O. to Valley. 2016 Omaha P. O. to Millard. 1256 Elkhorn to Bennington. Elkhorn to Millard Omaha to Beanington, 1965 South Omaha to Valley ..

The measurements here given are taken from the map, and are substantially correct. It will be noted that in the seven important routes of travel quoted there is a total net saving in distance of over 7 per cent. This ratio would hold good on the lesser routes

of travel as well.

Another advantage to be deprived from such a system of roads, and an advantage upon which it is impossible to lay too much stress, lies in the fact that fewer miles of nain lighways would be required to serve he same territory than are now found necestary. For by the proposed system it would be found that our present roads would to a very large extent serve as feed heavy improvements. The main highways would carry the bulk of the traffic, and could be easily kept in a perfect state of

There are now in the county some 600 niles of rouls. If any general scheme of aprovement is to be carried out on the resent system there would be no less than 400 miles of roads requiring extensive im-provement. With a properly designed sysem 200 miles of main highways would be ult of concentrating the traffic on a few oads instead of permitting it to scatter tself thinly over a greater number. With areful attention to the requirements of the raille this result would be attained with-

out inconveniencing any one, and with very great advantage to all.

Thus the mileage of roads to be maintained in good repair would be but one-hall as great as will soon be required by the exent system.

The question that now naturally arises is Cannot the same results be obtained by improving our existing roads? This can be answered at once in the negative. There is o known method of road improvement by hich such marked results can be obtained within reasonable limits of cost. There are we ways in which it is possible to improve our existing roads. The first method that uggests itself is by grading. The second y paving or macadamizing. Now what can be accomplish by grading? Here in figures IV and V we have again the profiles of the two roads under discussion. Figure IV is the same as figure III and shows established grades of the proposed roads. It has aiready been stated that 40,000 cubic yards of earth must be removed in order to bring the road to the grades here shown. Now let us see what can be done by grading the existing road. Figure V is a profile of the existing road and shows how the grades would appear if reduced to a ruling gradient of 24 in 100, or the steepest gradient that pre vails on the proposed road. You will notice that, in order to reach a low gradient, it is necessary to make deep cuts and heavy fills here of frequent occurrence, while fills rise as high as forty-five feet. It is estimated that it would be necessary to move 220,000 cubic yards of earth in order

own in figure V. At present prices for grading this would cost about \$22,000.
The board of appraisers appointed to apraise the damages occasioned by opening he new road have filed their report with the county clerk and have awarded damage: to all parties claiming such at the very fair rate of a trifle under \$100 per acre of land actually taken. The estimated cost of opening this road is then as follows:

A few property owners on the line of this road filed no claims for damages. The sum of \$800 would amply reimburse such individuals. The total cost of this road would then be about \$7,990, or at the rate of \$1,915 per mile. Comparing this with the cost of grading the existing road as shown in figure V and we see that the cost is

Grading existing road ... That is, it will cost no less than two and one-quarter times as much to bring the existing road to the grades as to open and isting road to the grades as to open and complete ready for traffic the proposed road. Another remark must be made concerning steep grades. You all know how rapidly they wash out during every rain storm. Our yellow clay is incapable of resisting the action of water. During heavy rain storms every wagon rut on a hillside becomes a mountain torrent to the destruction of the road warfage, but frequently. not only of the road surface, but frequently of the heavy embankments themselves. On properly located roads this difficulty would almost wholly disappear, for there would be but few heavy embankments and no very steep grades. The grades would be just sufficient to give good drainage, but rarely steep enough to cause the water to pour down in desirably to provide.

THE QUESTION OF MACADAMIZING. The other method of road improvement was stated to be by paving or macadamiz-ing. Douglas county bonds have been sold ing. Douglas county bonds have been sold in the sum of \$150,000 for the purpose of paving our country roads. I am firmly convinced that any effort to improve our roads at the present time by paving or macadamizing is premature. There is not a road of any length in this county in a fit state to be pavel. This is by reason of the excessive and wholly unnecessary hills that are now obstructing traffic and that cannot be removed in any practical manner. It is extrawagant folly to give permanence to It is extravagant folly to give permanence to a road surface before the gradients have been reduced to the lowest practical limit. I have pointed out to you a method by which this finit can be easily and cheaply

reached, and I might add that it is the only reasonable method. As the macadam would cost about \$15,000 per mile, or nearly eight times as much as the proposed now road, it is difficult to disexisting roads. With \$150,000 spent on macadamizing present roads, at present prices, it would be possible for us to secure ten miles of very bad roads. With the same amount of morey spent in establishing and constructing entirely new roads we can secure seventy-five miles of roads with almost perfect grades. This means that \$150,000 will hubble one grand road that shall make a wide circuit from Omaha to Millard, from Millard to Elikhorn, thence to Bonnington and back again to Omaha. Another road could be built direct from Omaha to Elikhorn, and still another from Bennington to South Oniaha. The cost of all of these roads would not be above the cost of mac-

adamizing a paltry ten miles of existing COST OF THE PROPOSED SYSTEM. From data in my possession I have estimated that in order to cover this county with a complete, well designed, properly lo-cated system of roads it would be necessary cated system of roads it would be necessary to open no less than 100 miles of such roads. A system of 200 miles would be so complete that no man need drive more than one mile from his door in order to reach one of the new roads. Having reached one of these roads, he would find himself on a main high-way leading in a direct manner to any mar-ket that he night choose, and over the easi-est possible grades.

such, in brief, would be the design of the proposed system. Is think that it is clear that if such a system is to be built its construction cannot be entrusted to the hands of imateurs or experimentalists. It should be lesigned and surveyed by experts, and its construction should not be begun until a complete and well digested plan ims been idepted.

adopted.

The question for us to discuss, though, is a more elementary one: Is it desirable to build such a system of roads? It has been already pointed out to you that there is no other known method of road improvement by which equal results can be obtained at anywher year the market cost. The auceston

even this impovement.

For the fiscal year ending June 20, 1893, the county of Douglas levied faxes for road and bridge purposes in the sum of \$102,-948.54. After deducting the amounts due to the cities of Omaha and South Omaha, and the amounts held as a reserve, there remained available to be used on the roads and bridges of the county the sum of \$6s,-281.77; in round numbers say \$70,000. There is little likelihood that this sum will ever grow materially less—there may be oc-casional sessons of economy, but in general it is safe to say that the funds so raised will present methods the bulk of this sum is being practically wasted in idle efforts to drive heavy grades through the eternal

Now let us see what could be done with \$70,000 per year if spent in building new roads. Let us say that \$20,000 is set uside for maintenance. This leaves \$50,000 for condemning the right of way and building new roads. At \$2,000 per mile this would permit of the construction of twenty-five miles of properly located roads each year. thus requiring eight years to complete the system of 200 miles. If thought desirable, bonds could be issued and the reads built in a less period of time, at the expense of in terest charges, though in neither case need there be any increase in the present rate of taxation. In short, the proposed system is merely a proposition to substitute except, intelligent, scientific work with a definite

il, slipshod, haplasard methods. This proposed reform is no temperary ex-edient, no cheap make-shift designed to to give a complete and enduring system of reads to this community for all time; a system of reads built on the best and most scientific lines possible. To build such a system will be an easier matter, will cost less noney today than at any future time, who roporty holders are more numerous an roporty more valuable than at present. It ed, there are many eastern states author-g from the evils of badly located roads ndeed, if they had one half the opportunity hat is offered to Nebraska of correcting past errors and taking a new start in the right direction. If we are wise, we will profit by their experience, throw aside our

Keirstead thought Mr. Turner's idea good one, but that in the outskirts of he city where land was very valuable the xpense would be too great to make it prac-

cable there.

In response to an inquiry as to what the ounty board proposed to do in the natter of expending the \$150,000 voted for the paying of reads cutside of the city.

John John Stenberg, Williams, Jenkins and Livsey each stated that money was voted for that purpose and they considered it their duty to so expend it and to get the best results therefrom possible, and further that they thought that new was the best time to do the work as it could be done cheaper now than later and the laborers who were out of work probably needed the imployment at present worse than they ould ever again.
On motion of W. S. Poppleton the fellow-

ng committee was appointed by the Com-nercial club to look after matters pertaining to the securing of better country W. A. L. Gibbon, Guy C. Barten, W. pleton, George B. Lake and C. C. Turner, Hood's Sarsaparilia has cured many af-

flicted with rheumatism, and we urge all who suffer from this disease to give this medicine a trial. SCARCITY OF ORE.

Causes Smelters Here and Elsewhere to Draw Fires in Some Furnaces.

A dispatch from Denver states that owing o the shortage of ore the smelters, not only at that point, but all through the mining country, would shut down either whoily or in part. This scarcity of ore is due to several causes, one of them, and the principal one, is the low price of silver and lead which makes the working of many mines unprofitable. The attempt on the part of the mine owners to cut down the wages of the miners has led to strikes and consequent shutdowns in many of the mines and to a reduction of the working force in others. These causes added to the usual reductions of production during the winter season are responsible for the shortage of ore,

A Bee reporter visited the Omnha Grant smelters in this city and in conversation with Mr. Barton learned that the works at this place would be affected in common with those in the mining district by the shortage of ore. This shortage is estimated, said Mr Barton, by well posted men to be about one third of the usual output at this season of the year, which is always light at best? As the result of this all the furnaces at this place were now shut down for want of ore, but they were accumulating a supply and would soon start up five of their ten furnaces in the local plant and hoped to be able to secure ore enough to keep them running. The plant of the company at Benver would be kept going at about two thirds its ca-

men who are generally well posted that the present scarcity of ore will continue for about five months. After the expiration of that time affairs may be settled down and the mining industry adjust itself to the new condition of things, so that production may condition of things, so that production may go on sufficiently to keep the smelters busy, but he did not anticipate any general revival before that time. As to the future of the industry Mr. Barton did not hazard any opinion of his own. There was very little if anything new in the situation, but the smelters had simply worked up the supply of one that had accomplished.

The local smelters are now running on Mexican builton that has been sent here simply for refining. This comes here in bond and is shipped out in the same way when the process of refining is completed. This branch of the work is the only one that is now being carried on here, but as soon as a sufficient amount of ore is accumulated to warrant it for a filter to warrant it. soon as a sufficient amount of the ten furnaces lated to warrant it five of the ten furnaces

Are a product of bad digestion. Your dys-peptic is almost invariably a cross-patch. The way to renew cheerfulness of disposition and an equable temper soured by digestion s to take a course of Hostetter's Bitters, which not only bantahes dyspepsia, but also relieves billousness, constinution, chills and fever, rheumatism and kidney

rouble. Use it with persistence three times WILGOCKI'S STATEMENT.

Says Facts Connected with His Divorce Suit Have Not Been Correctly Stated. Armin Wilgocki in replying to the article n The Ree relating to his suit for divorce

against his wife Nancy says that the article was misleading and put him in a rather unaviable light. "For the sake of my chillren I refrained from putting into the petiion for divorce the allegation of adultery, at after the atorneys on both sides had but after the atorneys on both sides and failed to come to an agreement as to the division of property that I agreed should take place if Mrs. Wilspeki would consent to allow the divorce to be granted on the ground of describe, I decided to proceed under the law. Mrs. Wilspeki would not tensent to any fair division of the property

out the entire property which years of hard had asked the court to grant me alimony is personeous, on the contrary I have asked the court to compel my wife to pay into court such money as belongs to me which has been collected by her in order to enable me to pay the costs of the suit."

De Witt's Hazel salve cures piles. HOING HOME AGAIN.

Valentine Elefer Says He Did Not Elope Has Been to San Francisco.

WICHITA, Feb. 29.-Valentine Keifer wanted at Indianapolis, and said to have sloped with Relie Keene and carried off his two children and \$16,000, was in Wichita yesterday. He was formerly the teading grocer in the town and collected a mortgage group in the town and concetted a mortgage through the Wichita National bank yearer-day. He left last night over the Santa Fe-for the east and said he was going back to Indianapolis. He had his children with him, but Miss Keene was not here. Kiefer states that he has been to the Midwinter than 1 San Francisco.

DeWitt's Witch Hazel Saive cures seres.

HARMONY WITH A CAPITAL H

Omaha Democrats Find Themselves in the Threes of Another Contest,

FREE SILVER AND THE ADMINISTRATION

An Effort to Confine Congressman Bryan to a Discussion of the Income Tax Raises a Lively Row in the Jacksonian Cints.

full to overflowing, yet reures of the bour very much master of the situation, and on Joying to the atmost the tremendous racket

past errors and taking a new start in the right direction. If we are wise, we will profit by their experience, throw aside our present customs and strike out boldly on a sound and correct policy.

GENERAL DISCUSSION.

County Commissioner Williams was called for and spoke of the necessity of good roads that would let the farmer to market with his produce at any time of the year that he desired to sell and thus avoid the stopping. he desired to sell and thus avoid the stopping of country travel at certain times which crippled the city merchant as well as his country brother. fined to some particular subject that would keep little away from the troublesome topic that has on several occasions heretofore raised such a rampus in democratic gather-ings in this vicinity. It was because of that kick that the invitation was made very explicit, and the congressions was given to understand that the world would be his a if he would confine his utterances to an exposition of his newer televiand forget the coinage question for the

time being. REPLY CAUSED TROUBLE.

The telegram was sent with some nils-givings on the part of the lanksonians who were engineering the deal, for it was well understood that Mr. Isrvan was liable to speak right out in meeting and may some-thing that would burn somebady's feelings. There needn't have been any doubt about the matter for it was a "dead open and shul" hat the First district statesmen would He sent back a nice little telegarm to Mr. McHugh stating that he would be delighted to renew his acquaintance with the intelligent democrats of Omaha, or words to that gont democrats of Olmana, or words to that effect, but that he regarded his tongue as is own; and he would insist on the right to may it in the way that seemed to him most fitting. He said he would certainly decline to be tied down to any one subject, but if the Omaha disciples wanted a little collightment on things in general he would come here and give the desired lesson. It wasn't very much, but it was quite mough to cause the biggest commotion in and democratic circles that has been reit

and they didn't propose to stand it. The free silver men said that Bryan was "their he wouldn't do anything of the kind iere you pre. Mr. McLiugh was interrogated about the matter yesterday, and professed to be pos-sessed of a very small stock of information on the subject. He knew that the telegram was sent and that another had been received in reply, but he couldn't remember just what

there is some time. The administration men said that it was a direct punch at them

the telegram said except that Mr. Bryan would come. Mr. Sheean professed to be willing that subject he pleased, but said that masmuch as silver coinage was a historical subject in politics it would be much better to confine

the talk to living issues and stick to the income tax.
BUT IT TICKLED SMITH.

Mr. Smith was one of the Douglas county delegates who went down with the fortorn hope led by Bryan in the hopeless charge hope led by Bryan in the honeless charge against the administration at the last state convention, and he was tickled pretty nearly to death over the prospect of Bryan's coming here and playing even for the ignorations treatment accorded him on that consists. He declared that the free silver idea was not dead, and trotted out an armful of hig books that proved to be the congressional record of the extra session which his pallical patron saint had sent him, in proof of his astertion. saint had sent him, in proof of his assertion.

Of course none of them would admit that there was any serious rebellion within the ranks because of the proposed visit, but did admit that the program was far from being admit that the program was far frest owing satisfactory to all parties. It was stated that inasmuch as the purty would have to put up Bryan for governor this fall it might be as well to give him a show to say what he wanted to, but there was a great deal of talk as to what would be "policy" under the

he would talk about, he he would be sub-jected to moral minsion before being allowed to exercise full discretion in the matter. It is not known whether Mr. Bryan will alop on his very west or will visit Omaha on his return from Denver. It is understood that he speaks in Chicago Thursday hight, going from there to Missouri. It is balloved that he will be here about the latter part of next We could not improve the quality if we paid double the price. DeWitt's Witch Hazel Salve is the best raive that experience

It was stated by all that Bryan would probably come, but it was not certain what he would talk about, as he would be sub-

can produce, or that money can buy.

TAILORS ON A ST. THE Employes of Two Balablahiments Resist a Reduction of Wages.

Sixty-one union tailors, who have been working in the failuring establishments of Frank J. Ramge and J. H. McDonald, are verking no more. The cause of the whole trouble is the refund of the men to assept reduction in the scale of prices in conform with the scale in force in 1889. The workmen have established headquarters in Groon's hall, and declare they will "stay out forever" before they will go back to work for a lewer scale than is now

in force in this city. They care figures to

show that the wages received by tailors the

make more than from \$300 to \$500 per your, they think they are accepting their charmet the business depression in the small uses The proprietors, on the other band, disclaim any responsibility whatever for the hard times, and claim that the proposed scale is an nucle as they can efford to pay, They also claim that if the tailors would work cheaper there would be more work for them to do and that they could earn more in a given time than if they received the union scale. To this the men alreadous y-object and say that this argument is only

used to get them to work charper and neared less than they are now making, which amount is as low as they can work for and make a decent living for themselves and No attempt has been made to get new men in the establishments involved, and it is thought by several of the interested parties that in a few days an amende subjected of the difficulties can be affected.

When Baby was sick, we gave her Castoria, When she was a Child, she cried for Castoria

When she became Miss, she clung to Castoria, When she had Children, she gave them Caston