

OMAHA'S BROOM BRIGADE

Is on the March Every Night Under General Jim Stephenson.

NOCTURNAL PROCESSION WITHOUT POMPH

How the Streets of the City Are Kept Clean—Equipment and the Men Who Handle It—A Night with the Sweepers.

Omaha has eighty-six miles of paved streets, and will have more before the end of this year. The streets of this city are paved with cedar block, vitrified brick, asphalt and granite. The most difficult and consequently the most costly of these materials is granite. It is used for the sidewalks and for the boulevards the people seem to prefer asphalt.

Strangers visiting the city for the first time express wonder at the clean appearance of the streets. The item of keeping the streets clean is one of great magnitude. In the past it has cost the taxpayers from \$20,000 to \$25,000 per year, and this year it will amount to at least \$15,000, although the Board of Public Works has cut down the schedule to the lowest possible limit, and the weekly average of miles cleaned is less than that.

The work of cleaning the pavements usually begins about the 1st of April each year and continues until about the 15th of November, or until such a time as is designated by those in charge. This year the contractor did not get an early start, and it was nearly the 1st of May that the regular work was begun. Last year 1,200 miles of pavement were swept, but Superintendent Niles Callanen says he will be in luck to make it 1,000 miles this year, and work later in the season than usual.

Nearly everybody who has had business done down late at night has seen the street cleaning gang at work. It is a sight to keep out of the way of the disagreeable dust which arises from the machines no attention is given to the noise. The men who use the broom.

The street cleaner is a nocturnal person and is rarely seen by the general public, although previous to the adoption of the Australian ballot system he was an object of much solicitation by the ward heeled and petty politicians. However humble these duties are, they fill the men with pride, and are, in general, things which they are proud to do. Between forty-five and fifty men are employed by Jim Stephenson, the present street cleaning contractor, and they are paid at the rate of \$1.25 per day. They are supposed to work ten hours, but if they get through with their nightly schedule in less than that time they are allowed to go home and get their regular pay for the day.

Until recently the men were paid at the rate of \$1.50 to \$1.75 per day, but the board of public works has caused a stringency in the money market. In this line of business just the same as in other lines of work. Because of this reduction the old system was an object of almost entirety of Italians, went on a strike, but they were not successful. Every one of them was discharged, and now new men handle the broom. They are a mixture of nationalities, with a few American boys. They are not as hard as that of the general laborer, and during the hot summer months they have the advantage of working in the cool of the night. Their work is very dirty, and before morning it is hard to tell whether one is clean or dirty. They are not so thickly covered with dust as they were in the past.

Boating and bathing at Courtland beach. DYNAMITE UNDER AN ENGINE. Burlington Locomotive Lifted from the Tracks by an Explosion—Two Men Hurt. CHICAGO, July 28.—An attempt was made after midnight last night to wreck a Burlington engine by exploding a dynamite bomb under the wheels of the locomotive. Two men were killed and several injured. They are: Joseph M. Best, aged about 40 years, of the round-house, wounded in breast and leg by fragments of the bomb. Frank Motuck, aged about 35, in thigh. The dynamite was exploded by a man named Mullan. King is charged with unlawful detention. King is charged with unlawful detention of a letter containing a negotiable note for \$10,000 intended for another F. G. King, a wealthy resident of Rochester, N. Y., which was delivered to the Denver man by mistake.

VOYERS MAY SAY YES OR NO

Platte Canal Subsidy Question Will Be Submitted to Their Arbitration.

SPECIAL ELECTION CALLED FOR AUGUST 4

Proposition as Agreed on by Commissioners and Company Differs Little from that of Committee of the Whole—Synopsis of It.

It is now established that the Platte canal proposition will be submitted to the people and that a special election to vote on the issue of the \$1,000,000 bonds will be called within the time prescribed by law. The amended proposition of the canal company was accepted by the county commissioners late yesterday afternoon. The entire day was spent in discussing the proposition with representatives of the company, and although some compromises were made, the proposition that will be submitted to the people is in most respects identical with the one formulated by the committee of the whole.

The main point on which yesterday's controversy hinged was the matter of the special election. The commissioners insisted that the contingent expense should be borne by the company, while the canal people were unwilling to assume the responsibility. The result was a compromise. If the proposition carries the county will pay for the election, but the company will put up a sufficient bond to defray the expense in the event of its rejection.

Several minor points over which there has been some dispute were arranged more or less by agreement. The company proposed to construct permanent bridges over the canal at every public highway, but they were decided to be temporary, and it was included in the final agreement. It was after 4 o'clock before the attorneys had finished their examination of the documents presented to the committee. The report of the committee of the whole was presented in the shape of a resolution by which the canal company is authorized to issue bonds for the purpose of paying for the canal, and provided for the calling of the special election at an early date as possible.

The question of the amount of the report of the committee, together with the accompanying resolution, was then put without debate. It was carried by a majority of one. Following is a synopsis of the proposition as it now stands: The amount of bonds is fixed at \$1,000,000, to be repaid by the county at 4 per cent, payable semi-annually from January 1, 1895.

The canal shall start at a point on the Platte river within the city limits of Omaha, and run north to a point six miles from place of beginning and two miles west of Arlington on the Elkhorn river. The canal shall be 40 feet deep, and 40 feet wide at the top. The object of the enterprise shall be irrigation, affording freight by boat and other purposes. Work of construction must be completed by October 1, 1895, and thereafter pushed to completion without unnecessary delay, and not less than \$75,000 for actual construction must be expended by January 1, 1895. The cost of the canal shall be paid for and delivered on the grounds, and cost of right of way actually paid for, proof of this expenditure to be by sworn statements of the secretary, treasurer and chief engineer of the company. The canal, including terminus, reservoirs and all other works incident to the complete construction of the canal, shall be finished, and the canal in actual operation ready to deliver power to any party demanding it in Omaha or South Omaha by October 1, 1895.

As evidence that expenditures have been made and work perfected so as to entitle the company to instalments of the bonds, sworn statements must be made by the company and filed with the county commissioners, and when it is found to the satisfaction of the commissioners that the work has been done according to terms, then on the written order of the chairman of the board of county commissioners the trustee shall return to the county the interest coupons on any renewed bonds. The company is required to maintain the canal with such quantity of water as the terminus is able to provide water or power or both to cities, corporations or private individuals in the county as demanded, if not to exceed the aggregate capacity. The right of the cities and towns in the county to be furnished with water for municipal and domestic purposes shall always have preference as against corporations. The price to be charged for water for municipal and domestic purposes shall at no time exceed the rate of \$3 per 1,000,000 gallons.

Maximum annual rates for power transmitted to Omaha or South Omaha shall be in effect until after the company shall have found purchasers for 7,000 transmitted horse power, shall be: One horse power or less than five, \$55; five and less than ten, \$50; ten and less than twenty, \$45; twenty and less than thirty, \$40; thirty and less than forty, \$35; forty and less than fifty, \$30; fifty and less than 100, \$40; 100 and less than 200, \$35; 200 and less than 400, \$27; 400 and less than 500, \$25; 500 and over \$20.

County may purchase canal at any time after twenty years from January 1, 1895, giving company three months' notice and at appraisers' valuation. Bonded indebtedness of the canal company shall not exceed \$2,000,000. In the way of routine business the commissioners took up the city council resolution regarding a contract for the purchase of land in the county, which was laid over.

INTO A FIGHT RIGHT AWAY

Oregon Railway and Navigation Company Into the Ring with Southern Pacific.

WILL BE ON CALIFORNIA FREIGHT EAST

Receiver McNeill and Union Pacific Managers Come Pleasantly to an Understanding—Close Traffic Agreement to Be Made Soon.

Receiver McNeill of the Oregon Railway and Navigation company has concluded his conference with the officials of the Union Pacific and left last evening for Marshalltown, Ia., his old home, where he will spend Sunday, going to St. Paul on Monday. The speculation as to the position which Mr. J. G. Woodworth will hold with the Oregon company is about set at rest, authoritative statements being made that he has accepted Major McNeill's offer of a place with the new company and will be assistant to the receiver and general manager, having direct charge of all purchases as well as look after the office details of the company in the operation of the road.

No better man could have been selected for the place and Major McNeill has already shown his thorough railroad knowledge by surrounding himself with men who are not only well acquainted with the several positions to which they have been called, but who are the receiver's intimate friends as well as his own. In the conferences Mr. McNeill has had with General Manager Dickinson, Freight Traffic Manager Munroe and General Passenger Agent Overland, who has developed the new management of the Oregon Railway and Navigation company means to enter the field against the Southern Pacific company, which is now monopolized by the Southern Pacific. The Oregon company owns the three largest steamers which ply between Portland and San Francisco, the Columbia, the State of California, and the Oregon, and also the Oregonian, which is a new line of ships between Portland and Alaska, now laid up on account of dull times. In addition to this the company operates a thousand and odd miles of freight lines, including the Northern and Northern Pacific at Spokane, and the Union Pacific at Huntington.

It is an open secret that the Union Pacific is to be sold by a contract with the Southern Pacific company to handle no California freight by way of Portland. This business was always handled by two roads way from Ogden and the steamer plying between Portland and San Francisco have only handled such way freight as they could obtain. The Oregon Railway and Navigation company as a free lance it is in a position to compete for business that has been diverted to the other way. Major McNeill is laying his wires it is evident he intends to make his road pay out if such a thing is possible. With the Oregon Railway and Navigation company as a free lance it is in a position to compete for business that has been diverted to the other way. Major McNeill is laying his wires it is evident he intends to make his road pay out if such a thing is possible.

Engineers Pounded by Strikers. ST. PAUL, July 28.—At midnight last night the Milwaukee freight transfer train was sidetracked near Meadoka by strike sympathizers. A dozen men jumped on the engine and pounded the engineer and fireman. The latter, Edward Perren, living in Minneapolis, was badly used up. With the engine in the hands of the strikers, the train was held up for a close hour, and the engine was not seriously hurt. Dynamited a Nonunion Man's House. CONNELLSVILLE, Pa., July 28.—Another attempt at dynamiting was made by the strikers near the Trotter works. A bomb was thrown at the home of John Bailey, a nonunion man, who was in the house at the time. The bomb exploded, shattering the windows and splintering the floor. The man was not hurt, but his house and lives would have been lost had the Bailey family were at home and asleep. There is no clew to the perpetrators.

Chicago Strikers Sentenced. CHICAGO, July 28.—Richard Lawrence and Edward Rhodes, the first of the strikers to be sentenced for lawless growing out of the Pullman boycott, were sentenced to forty days in jail by Judge Grosscup of the United States court. The men were Santa Fe strikers at Alhambra, Ill., and were charged with contempt of court in interfering with the traffic of a road in the hands of government receivers. Declared Off Almost Unanimously. SAN FRANCISCO, July 28.—The local strike of the A. R. U. decided to declare the strike off at a large meeting held yesterday. Speeches were made covering a continuance of the organization, and the vote was taken to stand by the union, notwithstanding they had lost the strike. A standing vote was given by the members of the strike off, and resulted 197 to 2 in its favor.

Receiver for the Switchmen. CHICAGO, July 28.—A receiver was appointed today for the Switchmen's Mutual Aid association. The liabilities are placed at \$75,000 and the assets consist of \$1,150 deposited with the superior court and the rights of the union. The receiver is William A. Simarot. The bill attributes the insolvency to the acts of the defaulting treasurer, Simarot. Debs at Home Resting. TERRE HAUTE, Ind., July 28.—President E. V. Debs of the A. R. U. is at home resting. He is recovering from the effects of the strike and he is badly in need of rest. He stated that he would be here for several days, returning to Chicago next week. A public meeting will be held here Sunday night at 8 o'clock at the city hall.

Assaulted Nonunion Hatters. NEWARK, N. J., July 28.—Two hundred striking hatters besieged the Buckley-Douglass hat forming mill and made threats against the nonunion men employed there. They attacked nonunion men who were about entering the mill, and the police were called to charge the mob to disperse them. No arrests were made. Quilt the A. R. U. or Resign. CHATTANOOGA, Tenn., July 28.—The Cincinnati Southern railroad has issued an order requiring all employees to either resign from the A. R. U. or be discharged. The members of the union in Chattanooga have complied with the order and given up their membership cards. No Strike on the Danville Road. NORFOLK, Va., July 28.—Chief Arthur of the Brotherhood of Locomotive Engineers is here to adjust the differences between the railroad and the union. He has announced that no strike will take place. Mills Released from Duty. CHICAGO, July 28.—The Seventh infantry of the National guard, 600 strong, was relieved from duty last night. Fine sandy bottom at Courtland.

WAS A VERITABLE PLAGUE

Damage Wrought in Several States by the Hot Wind is Incalculable.

UNPRECEDENTED DESTRUCTION OF CORN

Hope of a Beautiful Crop Entirely Blasted—Farmers Will Have to Buy Instead of Selling—Reports from Various Quarters.

Widespread destruction of all kinds of crops in Nebraska and Kansas is reported on account of the hot winds. Officials of the Burlington road say that figures will hardly express the damage that has been wrought in the past week. Two weeks ago it was estimated by experts that Nebraska had contributed 400,000,000 bushels of corn to the world's product of 1894. Burlington officials prophesy that it will be necessary to ship corn into many counties in Nebraska in order for the farmers to live until another season. Hundreds of square miles of the finest looking corn lands dry and lifeless over an extent of territory as large as the state of Pennsylvania or New York.

The reports from the lines of the Union Pacific, Burlington, Rock Island, Missouri Pacific and Santa Fe are all alike. The reports from the car windows look upon vast fields of corn and thousands of acres of dry rendered absolutely worthless by the hot winds blowing from the east. The reports from the lines of the Union Pacific, Burlington, Rock Island, Missouri Pacific and Santa Fe are all alike. The reports from the car windows look upon vast fields of corn and thousands of acres of dry rendered absolutely worthless by the hot winds blowing from the east. The reports from the lines of the Union Pacific, Burlington, Rock Island, Missouri Pacific and Santa Fe are all alike. The reports from the car windows look upon vast fields of corn and thousands of acres of dry rendered absolutely worthless by the hot winds blowing from the east.

Travelers also report that the highways leading eastward through Nebraska and Kansas are already thronged with disheartened settlers, who have abandoned their homes and are hurrying toward Iowa and Missouri, or relief from the almost unbearable heat. A similar scene has been witnessed since 1875, when the hot winds almost completely destroyed the crops of Iowa. Deserted towns and lonely houses standing out in naked plains are silent witnesses of the memorable exodus of 1875. The year following the year 1875, when the hot winds almost completely destroyed the crops of Iowa. Deserted towns and lonely houses standing out in naked plains are silent witnesses of the memorable exodus of 1875. The year following the year 1875, when the hot winds almost completely destroyed the crops of Iowa. Deserted towns and lonely houses standing out in naked plains are silent witnesses of the memorable exodus of 1875.

Reports at the railway offices also show that there is great danger of fire along the railway lines. The hot winds are required to take extra precautions to prevent extensive prairie fires. The dry grass will be a constant source of danger for months to come. In places the drought was broken yesterday along the line of the Union Pacific and Burlington, and a heavy rain was reported to the headquarters of these roads showing that rains, so universally needed in Nebraska, are being felt. Hasting's Bulletin, an official state a few drops of rain fell at 9 o'clock, with fair rains at Wray and McDonald. There was considerable rain in the district between Hastings and Red Cloud, with indications of rain before night. At Arcadia and Ord the needful was also reported as descending.

From the Union Pacific freight department telegrams showed that there were no signs of rain north of Columbus yesterday. It was cloudy at Kansas City at 8 o'clock, but later cleared off very hot. Blue Springs reported that it was cloudy greater than elsewhere, with indications of hard rains to the westward. At Marietta it was sprinkling and thundering. The telegram was sent by Mr. C. J. Lax, assistant general manager of the Oketo wires that there is every appearance of rain at that point, the thermometer rapidly descending toward zero. "Clear around here," says the agent, "has not suffered to the extent reported and a good rain will bring most of it out. The Elkhorn people report no rain along their line yesterday. Queen Lila's Messenger. COLORADO STRIKING. July 28.—A royalist Hawaiian commission headed by J. A. Cummings and S. Parker, ex-ministers of foreign affairs; H. A. Wieman, ex-minister of finance, and Major Laward, arrived here last night enroute to Washington with a request for the release of the Hawaiian Queen Liliuokalani that President Cleveland shall not recognize the republican government.

What Causes Pimples? Clogging of the pores or mouths of the sebaceous glands with so-called blackheads, or pimples. The plug of sebium in the center of the pimple is called a blackhead, or comedo. Nature will not allow the clogging of the pores to continue. Inflammation, pain, swelling, and redness, later pus or matter forms, breaks, or is opened, the plug comes out, and the pore is once more free. There are thousands of these pores in the face alone, and one of them is liable to become clogged by neglect or disease.

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From the Union Pacific freight department telegrams showed that there were no signs of rain north of Columbus yesterday. It was cloudy at Kansas City at 8 o'clock, but later cleared off very hot. Blue Springs reported that it was cloudy greater than elsewhere, with indications of hard rains to the westward. At Marietta it was sprinkling and thundering. The telegram was sent by Mr. C. J. Lax, assistant general manager of the Oketo wires that there is every appearance of rain at that point, the thermometer rapidly descending toward zero. "Clear around here," says the agent, "has not suffered to the extent reported and a good rain will bring most of it out. The Elkhorn people report no rain along their line yesterday. Queen Lila's Messenger. COLORADO STRIKING. July 28.—A royalist Hawaiian commission headed by J. A. Cummings and S. Parker, ex-ministers of foreign affairs; H. A. Wieman, ex-minister of finance, and Major Laward, arrived here last night enroute to Washington with a request for the release of the Hawaiian Queen Liliuokalani that President Cleveland shall not recognize the republican government.

What Causes Pimples? Clogging of the pores or mouths of the sebaceous glands with so-called blackheads, or pimples. The plug of sebium in the center of the pimple is called a blackhead, or comedo. Nature will not allow the clogging of the pores to continue. Inflammation, pain, swelling, and redness, later pus or matter forms, breaks, or is opened, the plug comes out, and the pore is once more free. There are thousands of these pores in the face alone, and one of them is liable to become clogged by neglect or disease.

What Cures Pimples? The only reliable preventive and cure, when not due to a constitutional humor, is CUTICURA SOAP. It contains a mild proportion of CUTICURA, the great Skin Cure, which enables it to dissolve the sebaceous matter or oily matter as it forms at the mouths of the pores. It stimulates the sluggish glands and tubes to healthy activity, reduces inflammation, soothes and soothes and restores the skin to its original purity. This is the secret of its wonderful success. For hard complexion, red, rough hands and chapped lips, dry, thin, and falling hair, scaly or irritated scalp, and simple baby blemishes it is wonderful. Sold throughout the world. POTTER, DRUG AND CHEM. CO., Sole Proprietors, Boston.

Women Full of Pains. Aches, and weakness find comfort, strength, and vitality in Cuticura Plaster, the first and only pain-killing, nerve-strengthening plaster.