HE FOUGHT WITH GEN. CROOK

And Feasted on Emaciated Horse and Succulent Prairie Dog.

RECOLLECTIONS OF THE '76 CAMPAIGN

The Varied Experience and Thrilling Adventures of an Indian War Correspondent—Editor Storey's Opinion of General Crook.

Ex-Congressman John F. Finerty of Chicago is booked for a brief visit to Omaha during the week, and will be the stellar attraction in an entertainment to be given at Boyd's opera house on Wednesday evening under the auspices of the South Omaha Council of the Young Men's Institute.

Mr. Finerty is not a stranger to Omaha, having visited the city frequently in the past twenty years. He has here a host of friends and admirers, not only among those of Irish birth and descent, of whom he is a distinguished representative, but among those who admire unaffected ability, sterling manhood and charming companionship. To many of the older officers of the Department of the Platte, the visit of Mr. Finerty is a source of gratification, as it recalls from truant memory the days of General Crook and the tragic Indian campaign of 1876.

There is crowded into the forty-nine years of Mr. Finerty's life several volumes of romantic adventures and thrilling experiences in war and peace, in field and forum. Springing from a family of journalists in Ireland, and educated in the Dublin university, he had not reached man's estate ere he provoked the wrath of the Castle government. At the age of 16 he was the "young man eloquent" of what was the recrudescence of the Young Ireland movement, whence sprang the Fenians or Irish Revolutionary Brotherhood. He plunged into the movement with the enthusiastic recklessness of youth, and became so dangerous to the ruling powers that his liberty depended on emigration. Coming to the United States early in 1864, he found ample opportunity to employ his talents as a journalist. The profession proved too tame for his fighting blood, and as there was an abundance of fight to be had for the seeking at that time, Mr. Finerty enlisted in the Ninety-ninth New York volunteers, and followed the fortunes of the command until mustered out at the close of the war.

Like thousands of his countrymen who served in the union army, Mr. Finery believed that they

Who would be free, themselves must strike the blow,

and readily joined the Fenian raid on Canada in 1866. The inglorious ending of that movement evidently convinced him that the freedom of Ireland could not be wrung from Canada, for when the subsequent fizzle of O'Neill occurred on the borders of New York and Vermont in 1870, Mr. Finerty was a noncombatant, but was at the front in the capacity of correspondent of the Chicago Republican.

Mr. Finerty was one of the staff of brilliant young journalists with whom Wilber F. Storey surrounded himself in the palmy days of the Chicago Times. As a correspondent-at-large, Mr. Finerty traversed the western half of the nation, from British Columbia to the Gulf. Every expedition against the Indians of any moment, from the Rosebud campaign of 1876 to the retirement of Sitting Bull to Manitoba in 1880, were followed by Mr. Finerty and sketched by him from start to finish. It is interesting to recall the fact that Mr. Finerty, when about to join the expedition against the Sioux and Cheyennes in the spring of 1876, begged permission to follow the fortunes of the gallant Custer.

"You are going with Crook's column," said Mr. Storey, with his customary decisiveness and rapidity.

"I understood I was to go with Custer," rejoined the correspondent; "I know General Custer, but am not acquainted with General Crook."

"That will make no difference whatever," replied Mr. Storey. "Terry commands over Custer, and Crook, who knows more about Indians, is likely to do the hard work. Custer is a brave soldier—none braver, but he has been out there some years already and has not succeeded in bringing the Sioux to a decisive engagement. Crook did well in Arizona. However, it is all settled that you go with Crook."

To Mr. Storey's decision Mr. Finerty is indebted for having his scalp intact today.

"Let me warn you," said Mr. Storey as a parting salute, "that you will find General Crook a hard campaigner."

Subsequent events justified the prediction of the veteran editor. From the start at Fort Russell in May until the junction with Terry on the Yellowstone in August, the fruitless joint chase for a hot Indian trail, and the march to the Black Hills in September, there were a succession of indecisive engagements with the redskins, perilous marches, thrilling adventures and hardships unsurpassed in border warfare. Besides General Crook, there were with the expedition such brave officers as Royal, Bourke, Reynolds, Merritt, Mills, Stanton, Henry, Pecle, Randall, McKenzie, Sutorious and others well known in the Department of the Platte. The campaign lasted six months and was marked by tragedies and privations almost unparalleled. Besides Mr. Finerty there were with the Crook column as correspondents Messrs. McMillan, Strahorn, Wasson and Davenport, and with Terry Messrs. O'Kelly, now a member of the British Parliament; Phocion Howard, one of the old-timers on the Omaha Herald, and Charles Deihl.

Speaking of the expedition of 1876 and Mr. Finerty's part in it, Colonel T. H. Stanton, paymaster of the Department of the Platte, says: "The war against the Sioux was about to begin, and in May, 1876, Mr. Finerty was sent by his paper to accompany the expedition which General Crook was then organizing to go into the hostile country. Finerty's address and bon homie commended him to General Crook, and he was gladly invited to accompany the command. General Crook's estimate of men was rarely astray, and he never regretted that Mr. Finerty became a part of his command during one of the most memorable campaigns ever undertaken by the United States army.

"Finerty joined the command at Fort Fetterman in May, 1876. A severe campaign, which had attracted the attention of the whole country, had just been completed, but not with the success that had been sought. A new effort was to be made, and while its success was necessarily a matter of conjecture for the time, it was known that there could be but one outcome. The Custer massacre was one of the incidents of the movement to open up a vast region to civilization.

"Finerty accompanied General Crook's command, and was with it at the battle of the Rosebud, June 17, 1876. General Crook's little army bravely held its own on that day and remained master of the field. But a week later the enemy annihilated General Custer's command, that is, all of it which went with him into the contest.

"General Crook was obliged to wait for reinforcements, and camped about on the site of where the town of Sheridan now stands. While waiting for reinforcements a number of daring scouting expeditions were made, the most notable of which was that of Lieutenant Sibley, Second cavalry, with twenty-five men. Mr. Finerty being one of the party, along the base of the Big Horn mountains. These mountains at that time were an unknown region. They rose vast and sublime from the plains, and were as impressive as the Alps of Switzerland. This scouting party had a most thrilling experience, and only escaped from the Indians by abandoning their horses, which gave them an opportunity to hide from the enemy and eventually to find their way into camp.

"When the second movement began, after reinforcements had arrived, Mr. Finerty continued with the command, and was a welcome guest in every mess in the little army. His wit, courage, brightness and intellectual force, made him the most companionable of men, and every campfire seemed happier when he was present. Every soldier was ready to share his last piece of emaciated horse steak with him, and would even gladly divide with him a roast prairie dog.

"Mr. Finerty's letters to the Chicago Times, during this and the campaign following, after Sitting Bull, under General Miles, attracted such wide and merited attention that when he returned to Chicago he was elected to congress. There he made a conspicuous record as one of the most American of Americans, and is today one of the most brilliant orators and genial gentlemen in the country."

Among other notable exploits of Mr. Finerty as correspondent were the Pittsburg riots of 1877, and the greaser guerilla war on the Rio Grande in the fall of that year; the boomers' invasion of Indian territory, and the scientific expedition to the Bad Lands of Dakota in 1878. He was with General Miles at the last battle with the Sioux in Milk river, in July, 1879, followed and interviewed Sitting Bull in his camp in the British possessions, and in the fall joined General Merritt in the expedition against the Utes.

Mr. Finerty's activity as a correspondent-at-large practically closed with the death of the founder of the Times. During the past ten years his energies have been devoted to the publication of the Citizen, a weekly champion of protection, progress and plenty, with incidental twists of the lion's tail.

T. J. F.

DID NOT PLEASE JENKINS.

Bugbee Not Fired Because He Said He Would Do Him Up.

The Board of County Commissioners transacted a large amount of routine business yesterday afternoon, and, although considerable kicking was made by the members, the meeting on the whole was harmonious. The biggest flurry, although it was somewhat suppressed, occurred when Commissioner Jenkins introduced a resolution asking that the services of Fred Bugbee as assistant at the county store be dispensed with. The resolution received no second. Both Livesey and Stenberg arose and stated that they could not second the resolution, as they had always considered Bugbee a competent man, and had never heard that there was any clash between him and Jenkins. Stenberg then moved that the resolution be referred to the charities committee to be investigated. After some pause Jenkins seconded it, saying that he was compelled to do so. Jenkins then moved that W. E. Stockham be appointed assistant at the store, but he could obtain no second. Jenkins stated that the reason he had for introducing the resolution was that Bugbee had threatened to "do him up" as chairman of the charities committee.

The county attorney delivered an opinion to the board to the effect that it had no right to cancel a special levy. A petition had been received from one of the school districts asking that the special assessment which had been levied for the purpose of paying bonds be cancelled on the grounds that it had money enough to meet the payment of the bonds. The judiciary committee, to which the petition had been referred, recommended that the district be exempted from paying the assessment, as it had been found that it was unnecessary. Stenberg objected to the report, claiming that the board had no right to cancel a special assessment. Livesey, who is chairman of the committee, stated that he had looked into the matter thoroughly, and he remarked that he was getting tired of the kicking of some members, who acted like school boys in the board meetings. Stenberg made a few soothing remarks, and then called on the county attorney for an opinion.

The latter supported the objection, saying that when a special levy was made the board had no right to cancel it, although it could be transferred into the general school fund of the district if it was not needed for the purpose for which it had been levied. The matter was recommitted.

A petition was received from a number of citizens who claimed to be the owners of the majority of front feet facing on Leavenworth street, west of the city limits, asking that the street railway company be allowed to lay a double track electric line along the road to the West Side association grounds in case that it was decided that the state fair should be held there. If the line was constructed on or before September 7, they waived the right to demand that the road should be paved by the company between the rails and tracks.

County Clerk Sackett reported that during the month of January 716 tons of coal had been distributed among the poor of the county at a cost of $1,999.22. Over $900 was saved under the new system by which the county buys and distributes the coal.

The petition of E. R. and J. G. S. Meyers, asking that the county lay out a right of way through adjoining property to their land in the western part of the county, was denied on the opinion of the county attorney, who stated that the petition was defective, as it did not say that the adjoining property owners had refused the petitioners a right of way.

The Soldiers' Relief commission reported that during the last month it had been awarded amounts aggregating $468.95.

Charles B. Bonta was admitted into the Soldiers' and Sailors' home.

DEATH OF MRS. BROWN.

Great Loss to the Woman's Club Movement in the United States.

The loss of Mrs. Charlotte Emerson Brown to the Woman's club work in the United States is a serious one, though, as the work is greater than any worker, it will go on and upward.

Mrs. Brown was a woman of healthy, vigorous life, both physically and mentally. The news of her sudden death from pneumonia at her home in Orange, N. J., on Monday last, was a shock to her many personal friends, as well as the host of women who knew her only as the first president of the general federation of women's clubs. She held this important position for two terms, and was succeeded last May by Mrs. Henrotin of Chicago.

Mrs. Brown was a practical woman of splendid judgment, an eloquent public speaker, and one who did not allow her sympathies to mislead her. She was first a woman, then just, and finally loving.

Her name is known in many foreign lands as well as all over America, for she was a traveler and a woman who felt at home in any land, on account of the largeness of her sympathies and extended knowledge of countries and of people.

At the time of her sudden death she was engaged upon an elaborate and exhaustive history of the Woman's club movement, as it exists at present. She left this incomplete work in such form as will enable other hands and brains, albeit inadequate and less qualified, to give this book to the women of her country who were looking forward to its publication with such interest.

The Omaha club was yesterday officially notified of her death through its president, Mrs. F. M. Ford, who was a personal friend of Mrs. Brown's. At the next meeting the club will pass appropriate resolutions in honor of this first woman in the land, from a club standpoint. Mrs. Brown was the third prominently philanthropic American woman to pass away during the past month, two of whom were connected with the Woman's Christian Temperance union.

LOCAL BREVITIES.

Lew Raber has issued some artistic fire alarm box cards for distribution to the public.

Judge Duffie will hold court at Plattsmouth on Monday and Tuesday. On Wednesday morning he will preside again in this city.

Herman Moore, the noted vocalist, will sing at the First Congregational church this morning. This will be in addition to the regular choir.

Mrs. John Reed, mother of Lewis S. and Harry D. Reed of this city, died at her home in Darien, Wis., Friday evening. Mrs. Reed was 68 years of age.

Members of the State Board of Agriculture will arrive in the city tomorrow to confer with the members of the local organization relative to the grounds and the improvements thereon.

There will be a mass meeting of the citizens of Omaha at the Commercial club rooms at 4:30 Monday afternoon to adopt plans to relieve the destitute in this community. Everybody is invited to attend.

The chief of police received a telegram from the father of Katie Boyce of Tekamah yesterday, requesting the chief to tell her to come home immediately. Katie is supposed to be stopping at 2016 South Thirtieth street.

Next Tuesday evening, under the auspices of the St. Vincent de Paul association, the Emerald Dramatic company of Creighton college will produce the Irish drama, "Shaun Aroon," in the college hall. The proceeds of the entertainment will be devoted to the cause of charity.

Max O'Rell lectures in the star course series of the Young Men's Christain association next Tuesday evening on "Her Royal Highness, Woman." Max O'Rell, or M. Blouet, has been called one of the most brilliant humorists and satirists of the age, and it has been said that in this lecture, which is his favorite, he is a whole company of comedians in himself, and every actor a star.

POOR NOT CRYING IN VAIN

Omaha's Destitute Known to Those Who Strive to Supply Wants.

HOW IT IS BEING ACCOMPLISHED

Associated Charities is the Directing Agency and Relief from the Weariness of the Burden is Sorely Needed—Some of the Details of the Philanthropy.

"Well, this is tough on the poor devils who haven't any coal," said a warmly muffled citizen, as he waited on the corner for his car one of those cold evenings last week. And probably nine out of ten of those who luxuriated in the comforts of a cosy home, warm fires and ample larders said the same thing, or something very like it, while the cold north wind was sweeping over the city and the mercury was losing itself in the bulb of the thermometer. But it is doubtful if these same sympathizers with the suffering poor had any idea how many men and women there are in Omaha who are employing either the whole or a part of their time in relieving the distress that is known to exist in Omaha, as well as in other great cities. There is probably no city in the United States where there is more perfect and extensive organization for charitable purposes than there is in Omaha this winter. Many lessons were learned last year and foremost among them was the utter inadequacy of all efforts at relief unless there was a perfect understanding and co-operation among those who were engaged in the work. The result was that early this year an earnest and successful effort was made to unite all hands under one organization, so that the entire territory could be covered with justice to all who needed and deserved assistance. When aid was being given through several different agencies it was usually the case that some received more than they needed while others, who were equally deserving, were entirely neglected, or else, after being abundantly supplied for a brief interval, were subsequently left to suffer without relief. In many cases well meant efforts at relief only served to complicate the problem and the resultant confusion tended to pauperize some while others were entirely overlooked.

HELP READY AT HAND.

It may be truthfully said that in spite of the fact that there is more real destitution and poverty this winter than ever before there is not a single family in Omaha that needs help that is compelled to do without it. This conclusion was reached by a Bee reporter after a careful canvass of the situation as regarded by upwards of a score of the most active and observant workers in the cause of charity. The matter was brought up the other day in the office of Assistant City Attorney Cornish, where Mr. Cornish with half a dozen councilmen and others, was discussing the advisability of some action by the council to assist in the work of relief. The question arose with the mention of Councilman Prince's soup house resolution, and opinion was very equally divided as to the duty of the city in the matter. It was urged on one side that an emergency existed in which the city was in duty bound to take some active steps to relieve the existing conditions. Others contended that such action would be productive of harm rather than benefit. The minute that it was known that the city council had undertaken the work of relief, scores of benevolent people, who now believed it to be a part of their religion to do something for the poor in their neighborhood, would at once leave the field on the plea that now that the city had taken it up they were relieved of all responsibility. It was also asserted that the only way to reach the desired end was by co-operation with the organization that already had the matter well in hand, and that if the city was to take any part in the work, it could be best accomplished by holding up the hands of those who were acquainted with the situation and its necessities, and aiding them by some substantial means.

ON HUMANITY'S PLANE.

After some further discussion it was unanimously resolved that is would be a good idea to investigate the matter a little before the council met again, and the reporter and one of the councilmen started out on the quest. They were surprised to find how methodical and thorough was the work now being done by the Associated Charities and their assistants. Here was one cause where sect and creed were entirely buried, and all joined hands in an earnest effort to relieve the wants of distressed humanity. Under the head of the Associated Charities was found organized all the churches in the city. Catholics and Protestants, Jews and Gentiles, were working enthusiastically and harmoniously in a common endeavor. Besides the church organizations there are many independent workers, who are in the field from pure benevolence and who co-operate in most cases with the main organization. The entire city was first districted, and each district is in charge of a subordinate head, who in most cases is a clergyman. A house to house canvass has been made in each case, and if there is a destitute family in the city whose condition is not known to some one of these workers the distress has been ingeniously concealed. Not only are those assisted who are willing to be helped, but hundreds of instances have been discovered where the needy were too proud to ask for assistance, and these are helped in a manner that relieves their distress without humiliation. As a rule no record is kept of the names of these people. One of the most active workers stated that she had twenty families in her territory whose names were known to no one but herself, and she regarded it as a sacred confidence. They were people whose condition had only been learned in spite of themselves. They would rather die than have their neighbors know that they were suffering, and she obtained supplies of food and clothing on her own responsibility, which were distributed among them.

SCHOOL TEACHERS AS ANGELS.

Foremost in the charitable work were found a number of the school teachers of the city. With a very few exceptions, all the principals of the schools are devoting a large part of their spare time to investigating and relieving cases of destitution among the families whose children attend their schools. At one or two of the schools the entire corps of teachers is organized into an active charitable society and hundreds of grateful hearts all over the big city testify to the earnestness and tact with which they have conducted their campaign against poverty. These teachers are also working under the general supervision of the Associated Charities, but they reach many cases that would otherwise never be known. They are accustomed to study their pupils, and when a child comes to school breakfastless they are not long in finding out the truth. The child is questioned and immediate steps are taken to relieve the wants in the family. In many cases this has to be accomplished in a roundabout way, and their innate womanly tact renders these teachers capable of relieving many families who would be too proud to accept assistance if it came in the ordinary manner. The Cass street school furnishes one instance of the manner in which this work is conducted. Miss Mary E. Simonds, the principal, has been in that territory for the past eight years and is personally acquainted with most of the families in that district. In this case but comparatively few of the families are among the patrons of the school, but the teachers have organized a plan of systematic work under which twenty families are being provided for at the present time. Huge baskets of food are received every morning from two or three hotels and boarding houses and these are judiciously distributed during the day. Miss Simonds related a number of interesting anecdotes to illustrate the manner in which the work is accomplished.

NO ONE KNOWS IT.

In most cases she is the only person who knows that a particular family is being assisted. Just before the closing hour the child is given a basket of food and allowed to slip away ahead of the rest, so that none of them will know that charity is being dispensed. When a coat is given to a little boy the buttons are changed, and when a girl is provided with a dress the trimming is rearranged so that the former owner cannot identify his property and know that the wearer is the recipient of charity. Through such methods as these many people are assisted whose scruples could be overcome in no other way.

The same work is being done to a greater or less degree in nearly every school in the city. Even in the Central school, which is largely attended by the children of well-to-do parents, one or two cases have been discovered where assistance was needed and given. Within a stone's throw of Judge Thurston's residence on Farnam street there is a family that was at the verge of starvation. The children were well dressed and their schoolmates would have been the last ones to suspect that they were literally suffering for food. It was one of those numerous cases where poverty had come to a door that was a stranger to its presence. The unfortunate family stubbornly concealed its condition until a warm-hearted school teacher penetrated its secret and at length succeeded in inducing it to accept the needed aid. In all these cases the teachers preserve the secrets of their work inviolate, and nothing could induce them to reveal the identity of those whose wants they are so nobly relieving.

It was the unanimous assertion of the workers who were seen that never was charity so well deserved as this winter. A large proportion of those who are being assisted are people who are now for the first time brought face to face with want. Many of them are the families of men who have always worked regularly but have been thrown out of employment and have been reduced by sickness and continued misfortunes to absolute or partial destitution. Some of these are the owners of real estate. One man was discovered who owns a farm in the western part of the state and several lots in the suburbs of this city. Notwithstanding this, his family was in real distress. He had been sick for three months and could not raise the money to even pay taxes on his lots. He was supposed to be in comfortable circumstances and if his neighbors knew that he was receiving assistance from the Associated Charities they would be astounded. But this is only one of several similar cases that are vouched for by those who are devoting their energies to this work.

NO SOUP HOUSE WANTED.

As far as the soup house question was concerned, it encountered nothing but opposition. Not a single worker who was acquainted with the situation advised such a step. It was asserted that there was practically no case of destitution in Omaha that was not being judiciously relieved. The establishment of a soup house would do no good, and it might do much harm by attracting a horde of tramps, who would be a useless burden and absorb that which should be given to those who were more deserving. One or two of these opinions reflect the sentiment of all. Rev. T. J. Mackay said that in his opinion the soup house plan would be a mistake. There was not one tramp in the city now where there were fifty a year ago when Rescue hall was offering a standing invitation to the shiftless and good for nothings to come and make their camp. If a soup house was established all the tramps in Nebraska would turn their faces toward Omaha.

If the council was to take any action it was thought it should be through the organization that was already covering every point. All that the Associated Charities needed was sufficient support, and the poor would be better taken care of than they could be by any other means.

Secretary Laughland of the Associated Charities said that if the council wanted a soup house it could easily be accommodated. There at the headquarters they had everything ready but the material for the soup. If the council would supply the meat and vegetables he could have a soup house running in just fifteen minutes. He believed that this plan would be wiser than a separate establishment, as the bureau had a labor test in connection with the soup department, and they were better able to discriminate between those who were worthy and those who were not. They have tickets printed which entitle the holder to one soup dinner. Two of them are good for a night's lodging. More than $100 worth of these tickets have been sold and are being dispensed by citizens to those who apply to them for aid. Arrangements have been made with a cheap restaurant to honor these tickets, but the facilities are all ready to furnish the soup at the headquarters as soon as the funds are obtainable to purchase the materials. The organization needs help. It is now caring for every case of destitution, but the load is a heavy one for a few, while there are hundreds of citizens who would never miss what would go a long way in the work of charity.

DANISH MASKED BALL.

It Was Attended by About Three Hundred—Unique and Pleasing Features.

The members of the Danish association gave their twenty-third annual masquerade ball last night in Washington hall. Although it was purely a family gathering, there were present about 300 persons. The hall was very tastefully decorated with a number of Danish and American flags hung all around the room, and above the stage, upon which Prof. Norden's orchestra discursed the sweetest of music, was suspended the flag of the association, with the coat of arms of Denmark emblazoned on its center. A charming effect was produced by an innumerable number of Chinese lanterns dangling from the ceiling. The costumes were very varied, a noticeable and pleasing feature being the number of little children of all ages, who, dressed up in all sorts of fantastic habiliments, presented an exceedingly pretty picture.

To vary the entertainment there were a number of living tableaux presented, the first of which was a statue of a Danish soldier in full uniform. This was followed by a pathetic scene, that of a soldier dying on a fort in the arms of a comrade. Then came a figure of Uncle Sam side by side with Hr. Sorensen, the national character of Denmark. A humorous piece of human statuary was then given, called "The Four Fly Catchers," the whole of this part of the program being concluded with a realistic representation of an ordinary meeting of the members of the Danish association.

The following gentlemen served on the various committees: J. Kyhl, Jacob Jensen, Louis Boisen, William Petersen, H. Rasmussen, Sophus F. Noble, H. Mathiesen, John Rasmussen, S. Petersen and R. Tofteman Frederiksen.

Bar Bill Was Good.

Special Master in Chancery Cornish of the Union Pacific road has passed upon the case of Fred Fuller against William D. Boyd. Boyd was a railway fireman and contracted a bar bill at Fuller's place. He refused to pay, alleging that the bill was unjust. Judge Cornish heard the testimony, and in deciding the issues held that the bill was just, and that Boyd should pay into the United States court 10 per cent of his monthly wages to liquidate the claim, beginning with January.

PERSONAL PARAGRAPHS.

H. S. Johnson, Laramie, Wyo., is at the Dellone.

E. R. Millard, Los Angeles, Cal., is at the Dellone.

F. Zehrung, manager Funk opera house, is at the Barker.

G. E. Lemmon, Rapid City, S. D., is a Paxton guest.

Anthony E. Langdon of Papillion was in Omaha yesterday.

J. F. Brown of Grand Island was in the city last evening.

P. McGrath, F. E. McGinnis, Hastings, are at the Barker.

Postmaster Anton J. Lange of West Point is an Arcade guest.

J. Bokie and wife, Lost Cabin, Wyo., are guests at the Paxton.

W. C. Miller, wife and sister of Lincoln are registered at the Arcade.

R. J. Dolsen and Wm B. Dolsen are registered at the Barker from Silver Creek.

S. D. McAllister, J. W. Appleton, C. H. Ward, B. G. Spender, C. H. Clark are registered at the Barker from Kansas City, Mo.

E. S. Smith, G. A. Prince, J. W. Brown and Arthur Ware of Chicago; J. S. Shaub and L. D. Craig, Louisville, Ky.; A. C. Pepple, Jamestown, N. Y., are commercial men registered at the Barker over Sunday.

At the Mercer: R. H. Spencer, Burlington; C. Kirk, Pittsburg; M. Burget, Chicago; G. A. Bush, New York; J. B. Atwood, Madison, Wis.; C. B. Gaussen, St. Louis; Edward F. Rose, Chicago; C. L. Graham, St. Louis; Ira Mallory, Grand Island; George Barnes, Rochester, N. Y.; J. D. Colt, New York; R. S. Fleming, St. Louis; Benjamin F. Bailey, Lincoln; J. W. Story, Cincinnati; D. E. Morron, Hartford; Edgar Howard, Papio; R. McNitt, Red Cloud; Albert Tupp, Urbana.

Nebraskans at the Hotels.

At the Millard—G. M. F. Leflang, Lexington.

At the Dellone—A. Rouan, H. E. Babcock, Ord; H. W. Findley, Norfolk; W. G. Honn, Lincoln.

At the Arcade—W. G. Baker, C. F. Mitchell, Creighton; A. G. West, Fremont, S. J. Marvin, Lincoln; A. J. Bolster, York; C. W. Grinnell, Waverly.

At the Merchants—R. C. Hasson, Wakefield; H. R. Gould, Ogallala; J. B. Chandler, H. D. Hughes, Walt Sanford, Fullerton; W. R. Thurber, Edgar.

MODERN RAILROAD METHODS

Remarkable Progress of a Quarter of a Century.

FEATURES OF THE TRAFFIC DEPARTMENT

Greatest Improvement in the Capacity of Freight Cars and the Magnificence of the Passenger Coaches and Other Rolling Stock.

Few people outside of railroad circles are aware of the great change that has taken place in the means of freight and passenger transportation in the last twenty years. The large exhibit of locomotives and cars in the Transportation building at the World's fair attracted tremendous crowds, for it was really the first object lesson the public had of the vital changes going on in the railroad world, changes that would be still unknown had not so exhaustive a display been made.

The increased carrying capacity of freight cars commenced about 1875. Previous to that year 20,000 pounds was the maximum weight allowed to a full car load, and very stringent rules were in force to prohibit loading beyond that weight. There was even an inflexible rule in force on some railroads charging double first class rates for every pound in excess of the maximum limit. But all this has changed with the changing conditions of railroad management.

The average weight of box cars in those days was 20,000 pounds, and the weight of car and load was 40,000 pounds. The load limit was first increased to 28,000 pounds, then to 30,000, and for several years 40,000 pounds was the maximum. Shippers, however, began to see the great possibilities of the carrying power of cars about this time, and to meet the demand for larger capacity the railroads adopted a 50,000 pound capacity car, and at the present time few cars are built, except those having a capacity of 60,000 pounds. The car of this capacity is today regarded as one of modern make and weighs from 32,000 to 35,000 pounds when empty, and when loaded to its full capacity it weighs 95,000 pounds. With these figures before one, it is readily seen that the modern car carries three times the load of freight as its prototype of 1875.

Previous to 1875, 300 to 330 bushels of wheat was the limit of cargo allowed in a car of that time; today the modern car carries 1,000 bushels, and very few are loaded less than that.

PROGRESS IN OTHER LINES.

The change, however, is not confined to box cars, but to all classes of equipment, flat cars, coal cars and stock cars. New coal cars are of 60,000 capacity. The stock car has increased from twenty-eight feet in length to thirty-six feet, and all stockmen want a thirty-six foot car for stock shipments in these closing century days.

The increase in the number of packing houses and the keen competition engendered has called into service a refrigerator car, while a special car is required for fruit shipments, the overland journey from the Pacific to the Atlantic coast making such a car absolutely necessary for the proper handling and keeping of oranges, bananas and other fruit. The refrigerator car usually carries 40,000 pounds, and holds 6,000 pounds of ice, the weight of the empty car being 45,000 pounds, while the weight of the car and load reaches nearly 100,000 pounds. Special freight cars are built to carry a load of 80,000 to 100,000 pounds, and the car and load very often weigh from 120,000 to 140,000 pounds.

But these are not the only new features of a rapidly increasing service. The shipment of furniture, wagons, buggies, agricultural implements and other light articles occupying large space, necessitated the construction of the furniture car. This car is forty feet long, eight feet ten inches wide and nine feet high in the clear.

While not so radical as the freight equipment, the increase in size and weight of passenger equipment is also very marked. Ordinary passenger cars have grown from 50 feet to 60 feet in length, from nine feet wide to ten fet four inches, from 50,000 pounds in weight to 80,000 pounds, while Pullman coaches are frequently met with having sixteen sections. A Pullman car twenty-five years ago, weighing 60,000 pounds was considered a very heavy car, but today they weight 100,000 pounds and are seventy feet in length.

A coach or sleeper now is not modern unless equipped with Pintsch gas, steam heat, quick action automatic air brake and automatic air signal, the latter device replacing the old bell cord, and on a train so equipped by pulling a cord in any car signals the engineer by blowing a small whistle located in the engine cab.

In order to run an equipment of this size and weight the locomotives have increased correspondingly. In 1870 the largest part of the freight and passenger traffic was handled with 16 by 24-inch cylinder engines, weighing about thirty tons. These gave way to 17x24-inch cylinder engines, weighing about thirty-five tons, and today the standard passenger engines on a number of roads are 18 by 24-inch cylinders, engines weighing fifty tons. The increased speed called for in the last four years has brought out the 19 by 24-inch cylinder engine, weighing sixty tons. In freight service particularly the extreme is greater.

Then ten-wheel eigine used in freight service in 1870 weighed from forty-two to forty-five tons and a consolidation engine weighing fifty-five or sixty tons was considered a monster. Ten-wheel engines are now used weighing sixty tons and the consolidation has grown to an engine weighing eighty tons, the above weights not including the tender. The latter class of engines, with tender full of coal and water, weigh 250,000 pounds, or 125 tons, and some few engines have been built in the last two years weighing more. The standard eight-wheel passenger engine and tender on a great many roads weigh 190,000 pounds, or ninety-five tons. A freight train of twenty-five cars in 1870 weighed, when loaded to its capacity, 500 tons. A modern train of twenty-five cars would weigh 1,180 tons. This heavy traffic has caused an increase in the weight of rails used. Twenty-five years ago fifty-two pounds to the yard was considered all right by a great many railway managers. Then came the sixty-pound rail, then the sixty-six, seventy, seventy-five, eighty and ninety-pound rail has been adopted by some eastern roads as the standard and the question is now under consideration of using rails weighing 100 pounds per yard.

And yet, strange as it may seem, the cost of building these cars has not increased with the years, the keen competition, labor-saving tools, making the cost of construction nearly the same.

EARNINGS OF UNION PACIFIC.

Overland's Business for Eight Months Ending June 30 Last.

Special Master in Chancery Cornish of the Union Pacific filed a report on the receivers' reports of business for the months of November and December, 1893, and January, February, March, April, May and June of 1894, yesterday in the office of the clerk of the circuit court.

The special master in his report says: "I respectfully report thereon that I have, with the aid of competent accountants selected and employed by me, carefully examined said reports, and the account of business of said receivers for the periods named, as the same are recorded and found in the books, statements and vouchers of said receivers, and that I have made such further examination of the accountants and employes of the receivers as seemed necessary and that the several statements of cash receipts and disbursements contained in said reports appear upon such examination to be correct summary statements of the cash as received and disbursed by said receivers." He further reports that the financial operations are framed and stated upon the same methods and in continuance of the same similar rules of division and distribution as were employed by said corporation prior to the appointment of the receivers.

The report of the master has a saving clause, wherein he explains that whereas, the results of the operations as shown by the statements of the receivers are a correct accounting for the several months reported upon, the methods of distribution of various charges, deficits, etc., may be, so altered by subsequent decrees of the court as to materially affect succeeding statements, such changes or alterations necessarily appearing in the later accounting of the several properties. The report of the receivers is attached:

The report for November, 1893, covers a consolidated statement of the cash receipts and cash disbursements. The cash receipts for the month were $3,852,567.10, the cash on hand October 31, 1893, being $1,136,843.24, making a total of $4,989,410.34. The total disbursements, including payment of material, employes' salaries, and other features, amounted to $2,974,814.88, leaving cash on hand, $2,014,595.46, after providing for $13,631.41 in transit from Omaha.

For December, 1893, the total receipts were $3,704,202.87, which, with the cash on hand November 30, left a balance of $5,718,798.33. The disbursements for December amounted to $3,866,909.04, leaving cash on hand December 31, 1893, (excluding $28,427.97 to provide for Omaha drafts in transit), $1,851,889.29. In January, 1894, the Union Pacific's total receipts were $2,886,459.12, which, with the cash on hand December 31, left a total of $4,738,348.41. The total disbursements for this month amounted to $3,917,472.28, leaving cash on hand, $820,876.13.

The receipts for February, 1894, amount to $2,957,020, which with the cash on hand January 31, gave a grand total of $3,777,896.94. The disbursements for this month amounted to $3,014,043.15, a balance in the company's favor of $763,853.79.

For March the company earned, including the cash on hand from the preceding month, $3,880,428.79, with disbursements of $3,460,953.73, a balance of $419,475.06. In April of 1894 the earnings of the company were $3,559,385.01; the disbursements, $3,262,693.80; a balance of $296,691.21. In May the earnings were $3,344,578.86; the disbursements, $2,503,367.68, a balance of $841,211.18. In June the earnings amounted to $3,761,453.04; the disbursements $2,711,423.78, leaving a balance on hand of $1,050,029.26. The earnings of the Union Pacific company proper, the constituent lines and miscellaneous companies, which give an idea of what business has been done for eight months, from November, 1893, is as follows:

November, $567,820.83 surplus.
December, $129,650.25 deficit.
January, $472,158.36 deficit.
February, $120,084.88 deficit.
March, $466,302.98 deficit.
April, $165,330.92 surplus.
May, $182,467.74 surplus.
June, $63,078.73 surplus.

These several items of deficit and surplus include the fixed charges, such as taxes and interest paid during the months reported upon.

CULLING EASTBOUND RATES.

Chicago-St. Paul Lines Responsible for the Demoralization.

NEW YORK, Feb. 9.—The recent reduction of the grain rate between Chicago and the seaboard from 25 to 20 cents has not had the expected result of preventing all demoralization, nor are the lines heeding with any great care the positive injunction of Chairman Blanchard of the Central Traffic association that "Hereafter the grain rates must be rigidly maintained." The recent cut in the rates from Minneapolis and St. Paul to Chicago has had the effect of making the lines east of Chicago shade their tariff sheets in order to hold on to their share of the business. It was intimated very strongly by the St. Paul-Chicago lines that they had no intention of cutting rates and of paying to the eastern roads the same rates as before. The eastern roads were quick to take the hint, and as a result there has been a bearish feeling in eastbound grain rates from Chicago that is likely in a few days to bear fruit in the shape of open cuts.

The affairs of the Western Trunk Line committee continue to brighten, and it is now believed that the worst of its troubles are over. A conference between the transcontinental lines, at which both the Rio Grande Western and the Union Pacific will be represented, will be held here during the week, and it is the general opinion that it will end in such a manner as to permit these roads to become members of the committee. With the Union Pacific on the inside, 90 per cent of the difficulty of forming the committee will be ended. The Missouri Pacific will come in on the heels of the Union Pacific and the Missouri, Kansas & Texas will, it is expected, follow suit at once. With these three lines and the Rio Grande Western as members the committee will be able at once to begin operations. This, however, is the roay side of the matter. If the Union Pacific flies off at a tangent again, as it has done so many times already, the patience of some of the other lines will hardly hold good against the temptation to punish it for the trouble it has caused.

TALKED WITH RECEIVER M'NEILL.

Project for the New Oriental Steamship Line Under Discussion.

PORTLAND, Ore., Feb. 9.—J. G. Davidge, representing Samuels, Samuels & Co. of Yokohama, has arrived here and held a consultation with Receiver McNeill of the Oregon Railway & Navigation railroad regarding the proposed steamship line between this city and the Orient to be operated in connection with the Oregon Railway & Navigation company and the Great Northern. It is understood that no agreement was reached and that Mr. Davidge will leave without signing a contract. He asked for a guaranty of $6 per ton on flour six months after the line was started, but Mr. McNeill considered this exorbitant inasmuch as the rate would be liable to be cut in two whenever another line is started.

HITCH IN THE PROGRAM.

Atchison Reorganization Plan Not Made Public as Expected.

CHICAGO, Feb. 9.—It is thought there is a hitch in the reorganization plan which the Atchison joint executive committee of bond and shareholders had had under consideration for several days past. The new plan, which was to have been made public yesterday, has not yet made its appearance. This is coupled with the fact that Receivers Walker and McCook, who have been on a tour of inspection over the company's lines, returned suddenly and took the first train for New York. Their trip of inspection has not been concluded, and it is understood that they will return from New York and make an inspection of the company's lines west of Albuquerque.

Awaiting the Governor's Signature.

MONTGOMERY, Ala., Feb. 9.—The bill seeking to require the stockholders of foreign corporations owning stock in Alabama railroads to hold their meeting in this state, has passed the house with the two senate amendments. It now only awaits the governor's signature to become a law. No measure that has been before the Alabama legislature for years has attracted such widespread interest as has this bill. The effect of it will be to legislate the Alabama Great Southern railroad running from Chattanooga, Tenn., to Meridian, Miss., from the control of the Cincinnati, Hamilton & Dayton, and into the hands of the Southern system.