Government Director Coombs' Findings and Recommendations as Reported to His Colleagues on the Board - Changes Suggested.

Already The Bee has printed a short synopsis of the report of Hon. William J. Coombs to his colleagues in the government directory of the Union Pacific roads, on the present status of the road and the problem of reorganization. Mr. Coombs'

"BROOKLYN, N. Y., Oct. 11, 1895.—To the Government Directors of the Union Pa-cific Railroad: Gentlemen.—In the course of my recent trip as a government director of the Union Pacific railroad I went carefully over the various lines of road composing that system, and examined their physical condition, as well as the condition of the shops and equipment. In order, also, to get a more comprehensive view of its field, in rea more comprehensive view of its field, in re-lation to other and competing roads, I went over the Central Pacific and parts of the Southern and Northern Pacific, as well as portlons of the Denver & Rio Grande and Rio Grande & Western railroads.

"I find that under the management of the

receivers the readbed and bridges are being kept in first class condition. Gangs of work-men are employed, not only upon the main line, but also upon the feeders, in replacing ties, leveling up the track and repairing bridges. The repair shops are in good condition, well organized, and, so far as I can judge, economically conducted. The rolling stock is kept in good repair and in readings of members to enter into a new arrangement of the debt extending through a long term of years, during which the door would be always open to new complications. The effect of local prejudice caused by the failure of the roads to carry out the original intention of the government. ness for an improved business. The expen-diture of liberal amounts by the receivers in keeping the physical condition of the road up to a good standard is doubtiess wise and in the best interests of the creditors of the

The general condition of the country tributary to the road is steadily improving. The temporary check to business, caused by the decline in silver producing interests, has turned the attention of the people to the development of new industries, thus laying the foundation for a more permanent pros-perity. It cannot be doubted that where one industry overshadows all others there is greater danger of periodical depression man in communities where all the resources of the country are more evenly developed.

"The country between the Rocky moun-tains and the Sierras has not been, and of necessity could not have been, developed en the same lines nor as quickly as the states east of that barrier, for the reason that there were no large stretches of virgin soil, well watered and easily brought under cuitivation. The vast plains, forming the in-terior basin, were, with a few exceptions, barren, and required time, labor, enterprise and capital to bring them into a state of productiveness. As a result the development, compared with that of other sections of the intry, has been very slow, and without help furnished by railroads that country could not have been developed at all.

"Under the act of July 1, 1862, amended July 2, 1864, the government issued its bonds to aid in the construction of the Union Pacific railroad from the Missouri river to a point five miles west of Ogden, and to the Central and Western Pacific, which were afterwards consolidated, from the western terminus of the Union Pacific through Sacramento, Cal., to San Jose, near the bay of San Francisco. The mileage embraced in the above direct lines was nearly 1,905. Aid was also extended to the Kansas Pacific, Central branch of the Union Pacific, and Sioux City & Pacific. It is not my purpose to devote any portion of this report to these minor lines. but to confine myself to the main line from Omaha to San Jose.

ONE CONTINUOUS ROAD INTENDED. When congress decided to extend its ald In the construction of a transcontinental sys-tem it could not have supposed that the roads composing it would derive enough rev-enue from the local traffic in the new ter-ritories along its lines to pay running expenses in addition to the interest on the government bonds. Its supposed ability to sustain itself and to meet its obligations to the government was based upon the hypothesis that the various roads to which such aid might be extended would form a continuous line, working in harmony, from the Missour river to the Pacific ocean. Every act of congress relating to the Pacific roads substanti-ated this statement. The traffic between Cal-ifornia and the east was relied upon for revenuc during the period in which the new terri-tories were being developed. As a principal creditor it has a right to demand that this plan, embodied in the act extending aid and in subsequent acts, shall be adhered to.

"I have no healtation in stating, as a re-suit of my investigations, that a violation of this understanding is the main cause of the present deplorable condition of both roads. I find that almost from the beginning, there has been a lack of co-operation between them. As, for the last ten years, the Cantral Pacific has been leased to and under full control of the Southern, the Union Pacific has been absolutely at its mercy in the matter of through passenger and freight traffic.

"It is currently reported in California that compulsion is brought to bear upon shippers who wish to ship by the Central route to the

east to compel them to ship by the Southern route, and that, in every respect, it is treated as a tender to the interests of the Southern Pacific system. This has created in that state an antagonism to the settlement of the debt to the government, for it is claimed that it would leave their communications with the east in the hands of the Southern system. I am convinced that no settlement, upon a am convinced that no settlement, upon a basis which the roads can afford to pay, will ever receive the sanction of the representa-tives of California, nor of the states from the Missouri river to the Sierras, unless it em-braces in its terms a guarantee that the original intention of the government shall be carried out, viz., that the aided lines shall carried out, viz., that the aided lines shall form one continuous system, working in harmony, from the Missouri river to the Pacific ocean. I think that they are right in taking this stand, for, although I am not one of those who join in the general denunciation of the Southern Pacific road, which has done much for California, I believe that the state is cattigled to have independent convenient. is entitled to have independent competing lines connecting it with the east.

"Although the government has never seen fit to demand a compliance with the original intention as expressed above, it has never surrendered it.

surrendered it.

"When the management of the Union Pacific found that it was at the mercy of its competitor in the matter of through traffic, and dammed up in the middle of the continent, it attempted to remedy the difficulty by building roads, or by entering into alliance with roads already built, to the north and south, which should act as feeders to the main line east of Ogden. This, under the circumstances, was probably justifiable, but if the conditions had not existed there would not have been so plausible reasons for the diversions of the earnings of the road, nor occasion for the scandals that resulted from their construction.

WHAT REORGANIZATION MEANS. "While this policy has resulted in benefit to the various interior states and territories, and has aided in their development, it has entailed an expense out of all proportion to the income derived from it, and has weighed down the system with a load to which it has finally succumbed. In the effort to increase the business of the road, and doubtless, in many cases for reasons not so easily instimany cases for reasons not so easily justi-fied, there has been too much development of the system in the states of Kansas and Nebraska. There we find a complicated network of roads, many of them paralleling one another, and all in competition with the great lines east of the Missouri, which have also built extensions into that territory. These roads, as well as the Kansas Pacific, could well be left out of a scheme for reorganiza-

"The geographical position of the main line of the Union Pacific and Central Pacific roads, running as they do through the central zone of the centinent, with the other transcontinental lines far to the north and to the south of them, is a guarantee of a reasonable degree of prosperity, provided they are conducted as one grand trunk line with the roads running north and south as feed-

are conducted as one grand trunk line with the roads running north and south as feed-ers to it. The main line could serve its tributaries well and cheaply, leaving them, moreover, to supply the local wants of the states through which they may extend.

"The matter that most concerns us, as government directors, is the settlement of the debts of these roads to the national treas-ury, but we must leave them in such a finan-cial condition after their reorganization that they shall be of real benefit in the upbuilding

FOR ONE CONTINUOUS LINE of the states. There must be a radical discinunglement of the complicated inter-relations of the roads, an abandonment of experiments that have proved unremunorative, periments that have proved unremunorative, a greater reliance upon the theory of a main time, and a scaling down of capitalization of indebtedness not only to government but to individuals. It is not wise to discuss, nor to be governed, in our actions, by alleged mismanagement in the past. That we cannot remedy. Our plain duty is to take matters as we find them, and to devise some method of placing the roads on a good business basis, to the end that they may pay their debt to to the end that they may pay their debt to the government, and render more efficient service in the development of the country by carrying its freight cheaply

GET THE GOVERNMENT OUT. "A simple extension of the time of payment of the debt due the government will be insufficient, no matter how advantageous the terms may be. There should be an ab-solute payment of the debt and a dissolution of any connection with the government. The investigations that I have made convince me that it is possible to effect a reorganization of the main lines of the Union and Central Pacific roads as one road, upon a sound financial basis including a payment to the government in case of a very large percentage of its claim, and leave investments in its

securities safe and remunerative.
"In making this calculation I have not been governed by the reported earnings of the last two years, for the conditions have not been normal. The Union Pacific has been staggering under an accumulated load of un-fortunate experiments, while the Central has been deprived of its natural proportion of freight because it has been under the con-trol of a competitor which has kept it at starvation point,

"The Reilly bill falled of passage in the last congress for various reasons, viz: inability of the members to understand its provisions. This was especially developed during the last day's discussion. The un-willingness of members to enter into a new arrangement of the debt extending through would be always open to new complications.
The effect of local prejudice caused by the
failure of the roads to carry out the original intention of the government.

SUGGESTIONS FOR THE BILL. "Any bill presented for the action of the next congress should be simple and direct in its provisions, so that the members may be able to divide upon the basis of a simple and plain business proposition. If you will allow me to suggest some of its main provisions, I will name the following: "First, that no settlement be made that oes not include in its terms a settlement

does not include with both reads. "Second, that it should demand the uniting of the Union, Central and Western Pacific main line into one corporation, as is pro-vided for in the act granting aid. If this cannot be brought about by amicable ar-rangement between the two roads, then the government should enforce it by every remedy in its possession, even to the extent of fore-

"Third, that in consideration of such reductions from the actual indebtedness as government may consent to make, the new corporation be prevented from consolidating with any other transcontinental line.

"Fourth, that when the secretary of the treasury shall have proof that the above pro-visions have been complied with, and when a certain stipulated sum of money has been paid into the treasury, he shall execute to the

roads an acquittal from all other obligations.
"The demand that the owners of the Cantral Pacific shall unite with the Union is reaconable and should be insisted upon, for there was never any reason for its construction under government sid, except as a part of a transcontinental system. Certainly the development of the natural resources of Nevada were no inducement to the government to ex-

APPEARS TO BE EQUITY. "If objection is made to the foregoing suggestions on the ground that they seem fa-vorable to the roads, a sufficient answer will be that, while the government may be called upon to sacrifice a part of its claim, private investors in its securities are not exempt from the same misfortune. That it is better

"WILLIAM J. COOMBS Government Director of Union Pacific

ROAD FAILED TO EARN THE LANDS. Supreme Court Holds Against the Sloux City & Pacific.

WASHINGTON, Oct. 21.-In the United States supreme court today opinions were rendered in a number of cases argued at the last term of the court. Justice Harlan read the court's opinion in the suits over lands embraced in the grant to the Sioux City & St. Paul Railway company in O'Brien and Dickenson counties, Iowa, to which the Sioux City road, the Chicago, Milwaukee & St. Paul road, the United States and the settlers on the lands were parties. It was claimed by the government and the settlers that the Sloux City road has falled to earn about 21,000 acres of these lands, and the decision of the court today sustained this con-tention. The court failed to take cognizance of the claim of the Chicago, Milwaukee & St. Paul road that it was entitled to the lands at the intersection of the two lines which the Sioux City road had falled to earn.

The cases of the Central Pacific and Southern Pacific companies against the people of California were advanced and set for the first Menday in January, as were the cases involving the constitutionality of the California irrigation laws.

To Build a Fine Church.

YORK, Neb., Oct. 21.—(Special.)—The York Methodist church, which was burned a few nights ago, will be rebuilt. The Methodist congregation met yesterday and the plan was discussed. In less than forty minutes over \$3,500 was raised, and as soon as the insur-ance on the church is adjusted the work of building will be commenced. The church will be built on the same site as the former church, and will be the same size, but on a somewhat different plan. The exact plan has not as yet been mapped out, but it is thought that when the same is completed it will be one of the finest churches in the state.

WEATHER FORECAST.

Fair and Colder, with North Winds for Nebraska. *WASHINGTON, Oct. 21.—The forecast for

For Nebraska, Iowa, Kansas and South Dakota-Fair; colder; north winds. For Missouri-Generally fair; colder Tues-day evening; northwest winds.

Local Record. OFFICE OF THE WEATHER BUREAU, OMAHA, Oct. 21.—Omaha record of tempera-

	ture and rainfall, compared with the corre- sponding day of the past four years:
	1895, 1894, 1893, 1892
S	Maximum temperature 76 76 76 58
ì	Minimum temperature 27 50 46 38
	Average temperature 56 63 61 48
ì	Precipitation
	Condition of temperature and precipitation
Ц	at Omaha for the day since March 1, 1895;
e i	Normal temperature 51
Ø	Excess for the day
d	Acumulated excess since March 1 423
ı	Normal precipitation
J	Deficiency for the day 08 inch
١	Total precipitation since March 1, 19.50 inches

Deficiency for the Total precipitation Deficiency since in Reports from	n sine March	e Mar	ch 1.	9.31 inches
STATIONS	Temperature at 8 p. m	Max. Temper- ature of day.	Precipitation	STATE OF WEATHER.

	ature	of day.	utton	
Omaha	60	76	.00	Clear
North Platte	50	64	.00	Clear.
Valentine	4.8	0.0	:00	Clear.
Chicaro	54	5.8	.00	Clear.
St. Louis.	66	76	.00	Clear.
St. Paul	54	614		Part clou
Davenport	110	76		Clear.
Kannas City,	79	80		Clear.
Heiena.	9.9	Deti 1		Ciour.
Havre	9.9	25.4		Clear.
Salt Lake City	98	(64)	T	Cloudy.
Bismarez	39	2.0	.00	Clear.
St. Vincent	28	268		Snow.
Dellister.	52	4.8		Cloudy:
Williston	99	4.4		Clear.
Gaiventon	72	74		Clear. Clear.

HAS BEEN FOOLED ON COAL

School Board Finds Contractors Have Been Unloading Inferior Stuff.

ONE WILL HAVE ANOTHER CHANCE

Bills of Both Are Held Until Further Inquiry is Made-Fire Protection for High School.

The greater part of the proceedings of the run coal furnished by Mr. Goss was especially condemned. His contract provides that the coal shall be three-quarters lump when delivered at the school houses, but the committee reported that the coal ranged all the way from one-third to three-quarters slack. The committee had notified both the contractors not to deliver any more coal until the

matter had been considered by the board. Custodian Southard reported that he had inspected all the coal delivered, and that it had appeared to be equal in quality to that designated in the contract.

The members talked at length and several tmes apiece, and a difference of opinion developed. Edwards and others favored canceling the contracts at once, but others advised delay and more thorough investigation. It was stated that the American Fuel company had signified a readiness to deliver better coal hereafter, and it was directed by resolution to proceed on that basis. No action was taken relative to Mr. Goss. The bills of both contractors for coal already de-livered were sidetracked for investigation. New bids on coal were opened and referred

to the committee on supplies with power to purchase for temporary use. Superintendent Pearse reported that the increase in the number of pupils in the High school over the corresponding date of last year was seventy-eight, and in the other schools, 225. There are now 327 teachers employed, as against 320 a year ago. The report of Treasurer Lumont showed that warrants amounting to \$10,386.43 had been paid during the first twenty-one days of October. Warrants still outstanding and drawing interest amounted to \$21,780.39.

On recommendation of the committee on buildings and property 1,284 yards of new

blackboard were ordered placed in the A standpipe will be constructed at the High School building and a reel of hose pro-vided on each floor. The principal will be expected to see that the pupils are drilled occasionally in the use of this apparatus. The action of the previous meeting, by which an assistant teacher of drawing was ordered assigned to the High school, was re

NEW TRIAL ASKED FOR SMITH. Friend Turns Up Who Says He Has Long Been Insane.

If James Smith escapes punishment for the crime of robbery, for which he was convicted in the district court a few days ago, it will certainly be due to a very strange trick of fortune. His experience will be very similar to those stirring incidents which are supposed to exist only between yellow-backed novels, when a friend jumps in just in the nick of time to save the hero from being summarily hurled into eternity or some-

This friend who appears on the scene to apon to sacrifice a part of its claim, private investors in its securities are not exempt from the same misfortune. That it is better for the government to receive absolutely a fair portion of its debt than to give an extension for the whole smeart the result. fair portion of its debt than to give an extension for the whole amount, the result of which would be problematical. That since the work of this debt the problem of the pr which would be problematical. That since the contracting of this debt the problem of transcontinental railroad traffic has been changed by the building of competing lines, notably the Canadian Pacific railroad. That it is in the interests of public morality to remove from the world a railroad scandal that is demoralizing to the credit of our railroad system. That it will remove an incubus from the prosperity of the states affected by the present unfortunate conditions.

Very respectfully.

The idea, however, that Smith may be in-sane is not remarkable in itself, but the marner in which Mr. Reld came to light is something out of the ordinary run of things. Reid says that he came to the city few days ago and in the course of his wander-few days ago and in the course of his wander-ings about the city he dropped into the ccurt house and went into the criminal court room, where a trial was going on. He listened with some attention, but with no more than ordinary interest, to the proceedings until Smith was called to the stand. As soon as Smith appeared Reid says that he at once recognized him as his former friend of Glenwood, where he was known under the name of "Simple Jim." Reid did not like to speak out in the court room, as he was a stranger, but as soon as the trial was over he approached Smith's attorney and told

him what he knew of Smith. Smith has not acted as a crazy man while ie has been in confinement. It is not con he has been in confinement. It is not con-sidered, either, that he acted very much like a crazy man when he committed the deed for which he was convicted. In fact it is thought by the officers of the law that he knew per-fectly well what he was about. Nevertheless his attorney has filed a motion for a new trial, making the alleged insanity of

Smith the principal grounds.

Smith was charged with assaulting and robbing a Mrs. Roebuck of a handsatchel. He met the woman late one night in the latter part of September near Eighteenth and California streets. He grabbed the satchel, but Mrs. Roebuck held on to it until she was thrown to the ground. Then Smith got possession of it and ran away. He was ar-rested a few hours after.

DRUGGED HIM TO ROB HIM. How Joseph Everson Was Handled by Two Strangers.

Joseph Everson, an employe of the water works company, living at 4302 Grand avenue, was the victim of some drugged liquor last Wednesday night, administered by two unknown men. When he recovered himself he found that he was poorer by \$22 than he was before he met the strangers. Everson was driving west on Cass street

and was homeward bound, having purchased

and was homeward bound, having purchased some groceries. Near Eighteenth sireet he was accosted by two young men, who, after a few words of greeting, cordially invited him to join them in a drink. He said that he did not care for anything to drink and was in a hurry to get home. They then asked if they could ride a short distance with him and received an affirmative reply. As the carriage rolled along the thirst of the strangers seemed to grow unbearable and they renewed their suggestions that they all stop and drink some beer at a neighboring saloon. Everson said that he had had some beer and did not care for any more. The strangers were not abashed, however, at Joseph's refusal to join them in drinking some beer. One of them declared that he must have something to drink and at once produced a bottle filled with a dark colored liquid, apparently whishy. As a matter of courtesy they offered the bottle first to Everson, and the rest of their game was then easy work. they offered the bottle first to Everson, and the rest of their game was then easy work. Everson said yesterday: "I was fool enough to drink some of the stuff. I took a good, long puil on it, too. After that I remember n t ing if what occurred that evening. My horses came home all right about 2 o'clock the next morning. The groceries had not been disturbed in the least. I found myself lying in a vacant lot late in the night. The next morning I asked a man who lives near here if I was drunk the night before and he told me that he had seen me at a late hour and that I was then crazy. No, I wasn't injured in any way. My vest was ripped in the back, and my pocketbook, containing \$22, and a plug of tobacco was gone. I think I could recognize the men if I should see them again. I did not report the matter to the police, as I thought that would not bring my money back to me. You can bet I won't let

money back to me. You can bet I won't le ARE YOU LOW-SPIRITED!

Take Horsford's Acid Phosphate. Worry is worse than work-makes a man sick quicker. Worry comes largely from nervousness. Horsford's Acid Phosphate clears the brain and strengthens the nerves.

WOMAN'S CLUB GENERAL MEETING. Discussion on a Number of Topics

-Announcements. The Omaha Woman's club met yesterday afternoon in Odd Fellows' temple for its second general meeting. There was no vacant seat in the room when the president called the body to order.

Mrs. Jaynes as chairman of the membership committee reported the admission of seventyeight members in the month of October. One of the most spirited discussions in the

history of the club followed upon a motion of of \$25,000 will be issued. Mrs. F. F. Ford to the effect that the club Board of Education last night related to the that the business men had made in the matter shut out Omaha plumbers. In several cases report of the committee on supplies that W. of the fair. The motion was announced to recently Omaha plumbers underbid local men Goss and the American Fuel company were read "the sum of \$100" and the discussion on work here and secured the jobs. This made the South Omaha plumbers angry and caused the drafting of the ordinance. furnishing an inferior quality of coal for waxed interesting. Probably twenty speeches the use of the schools. The Fort Scott mill were made for and against the measure, and there was much cheering of each. The motion carried by a large majority.

After a number of announcements the meet-

ing was given over into the charge of the department of applied economics, with the leader, Mrs. Carl Herring, in the chair. Mrs. J. F. Lange sang "Best of All," by Moir. Mrs. Perrine followed with a thoughtful paper on "Training for Sound Morality." She dwelt upon a child's right to be well born and upon the serious responsibility of alling into being a human life. The best training for morality consisted in prevention. This paper was followed by Mrs. Ford's brief, practical and forcible talk on "What Does One Owe to the Servant Girl?"

Mrs. McGilton then read a brief paper on "Our Own Girls." Love them and live not only for them, but with them, was her

Miss Fairbrother's topic was "Charity." She spoke briefly. Mrs. Clark read a most earnest paper on Prevention," giving some statistics Discussion was invited and Mrs. Roudebush esponded, emphasizing the point of responsibility placed upon the mother's work. She said motherhood ought to be a profession.

Mrs. Andrews took the floor to pay an earnest tribute to the work of Helen Gardner

n the line of social purity.

The meeting adjourned to meet in two weeks, for what the manual calls a "business session." The following announcements were made: Domestic economy department meets Thursday next at 10 a, m.

Moral philosophy and psychology meets is special session Thursday at 2 p. m. Current literature holds regular meeting o Friday at 3:45 p. m. Educational department is called together

for Saturday, November 2, and parliamentary practical department for October 31 at 3 The regular meeting of the department is English literature is Thursday next at 4

p. m. At this meeting a leader will probably be chosen. Mrs. Keysor announced the especial feature of the art department's work this year, as already published in The Bee. Mrs. Towne called the attention of the club o a course of six lectures, soon to be given in the city, on natural science, three on plant life, three on geology, under the auspices of the university extension committee. The first series in the city was fostered by the Woman's club.

Cleanliness and Health. LADIES will find Allen's Hygienic Fluid all that is desired as a cleaning and healing Vaginal wash and injection. It is invaluable in Leucorrhoea, Vaginitie, etc., and is per-fectly harmless. Refined people everywhere

Civil Service Examinations. An examination will be held by the United States Civil Service commission at Omaha Neb., on October 28, 1895, of applicants for the positions of tagger and stock examiner in the bureau of animal industry of the Agricultural department. The salaries of these positions are \$720 and \$900 respectively per annum. The examinations are not difficult, and the probability of appointment is greater than in most other positions under the government. To be eligible as stock examiner the applicant must have had considerable experience in handling or slaughtering animals. Examination blanks may be obtained of the secretary of the board at the postoffice. the positions of tagger and stock examine

SOUTH OMAHA NEWS

All members of the city council were pres ent at the meeting last evening. An ordinance authorizing the issuing of \$15,000 in bonds, to pay for grading in different parts of the city, was read for the first time and referred to the judiciary committee. Funding bonds for paving and sewers to the amount

The plumbing ordinance which provides for should present the Omaha Fair and Speed a license of \$50 a year and a bond of \$2,500 association with a sum of money in order from each plumber doing work in the city. to show the spirit of the club toward public | was read for the third time and passed, Bulla measures and its sympathy with the efforts drafted at the instance of local plumbers to Action on viaduct repairs was laid over for

ne week. The Packers National bank offered to pay

par and \$200 premium for the \$43,600 funding bonds. The bid was accepted. Bulla, as chairman of the committee on viaduc's, streets and alleys, recommended that the petition of St. Agnes' church and others for a change of grade on Q street, from Twenty-second to Twenty-fourth street, be granted. It was so ordered and the mayor

will appoint appraisers soon.

The bill of Attorney J. J. Breen for trying he contisted plumbing cases in the district court was not allowed, as it was decided the city attorney should pay a substitute during his absence.

City printing matters came up again when the bill of the Drovers' Journal was presented for \$42.50 for the printing of ordinances. Blanchard stated that he was in favor of entering into a contract with the Drovers Journal for the city printing at 614 cents a square. Hyan and Hyland were also in favor of entering into such a contract. The bill, as presented, was charged at the rate of 25 cents per square, pending the leiting of a contract. When a rate was taken on the allowing of the bill the motion was lost.

Magle City Gossip. A gasoline stove at Joe Thompson's residence, Eighteenth and Q streets, exploded yesterday afternoon and damaged a shed to

George Smith, aged 23 years, son of Edwin Smith, Twenty-ninth and H streets, died yesterday at St. Joseph's hospital of consumption. Arrangements for the funeral have not been

The L street viaduct caught fire at the west end last evening but the blaze was ex-tinguished without any loss. It is supposed that sparks from the stock yards dump where manure was being burned. started the fire.

WILL NOT JOIN THE BURLINGTON.

Northern Pacific Not Seeking New Connections with Other Roads. SEATTLE, Wash., Oct. 21.-Receiver A. F. Burleigh of the Northern Pacific on his return from New York said: "My attention was called to an article in the Review of Spokane in which it is stated or implied that arrangements are pending for a combination on my part with the Burlington for eastern connection by way of Billings. There is no foundation for such a statement or for the rumor on which it may have been based. No friction or loss is entailed by the diversity of receivers on the Northern Pacific. The business of all the departments of the road and of all the divisions is in good condition and will be kept so.".

The soft glow of the tea rose is acquired by ladies who use Pozzoni's complexion powder. Try it.

Christian Endenvorers at Wallace. WALLACE, Neb., Oct. 21.-(Special Tele gram.)-The third annual convention of the Young People's Society of Christian Endeavor of the Tenth district met at Wallace Octobe 18, 19 and 20. This is the best convention the Tenth district has ever held. The largest increase of the Christian Endeavor movement in this state for the past year has been made in the Tenth district. There several of the state workers present. year the convention will meet at Farnan





UPHOLSTERY GOODS

To those who think Fine Draperies are not found in Omaha we cordially say, COME AND SEE. Our work in this line is unsurpassed in style and quality. _ كاللها الما المستداما الدار

In Lace Curtains-

We can offer unusual inducements. Our own direct importations of Fish Nets, with edgings to match are proving very popular.

Irish Point-

Not bought "for a sale," but our own regular, well assorted stock; full 3½ yards by 12-4, \$3.00 per pair, \$3.75, \$4.00, \$6.00, etc. Brussels-

The most genteel of all laces. The largest line we have ever shown. \$5.00 per pair and upwards.

Phrygian Ruffled Curtains—

Fine as the spider's web, in delicate ivory tones, 30-inch and 'merinch. Yard goods to match curtains for draping beds and for

Brussels and Irish Point effects in Nottingham, beginning way | 13 km at \$1.25. down at \$1.25. Remember we have no Curtains under the standard 31/2-yard length. Others sell shorier for regular length. You will find ours are worth more, but the price is just as low.

Orchard & Wilhelm Carpet Co.

IF YOU HAVE NO MONEY TO BURN GUARANTEED TO HEAT 3 LARGE ROOMS THIS GUARANTEED WITH ONLY 2 TONS OF COAL.

You can Save \$25.00 a Season. See it? See it? THE SYSTEM OF

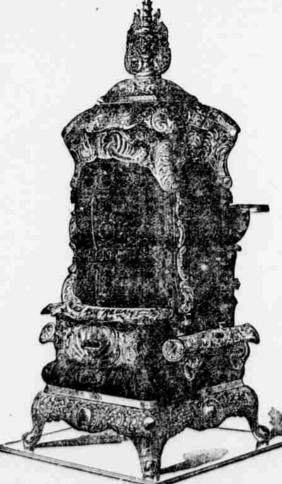
House Heating Revolutionized The Palace Regal A World Beater.

The Handsonest Stove in America

SPECIAL SALE EXTENSION TABLES Regular Price, \$11.0 Sale Price, \$5.50



OMAHA Furniture & Carpet Co. 1211-12 Farnam



JUST THINK OF IT! **Heating 3 Large Rooms** With Only 2 Tons of Coal. Scientific Principles

Applied and Combined With High Art. -- Popular Prices--

SPECIAL SALE-100 STYLES TO SELECT FROM. COUCHES .- THIS ONE Regular Price \$18.00 Sale Price \$9.75



OMAHA Furniture & Carpet Co.