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PART I.

TOUCHES UP SNOBS

Henry Labouchere Hits Rich Americans a Hard Rap.

NEW YORK SOCIETY EXCITES CONTEMPT

Calls it "a Parody on the Worst Features of European Capitals."

BAYARD'S DINNER TO PRINCE OF WALES

His Royal Highness and Other Guests Wear Decorations.

CECIL RHODES IS MADE A SOCIAL LION

Delighted with Invitations, Telegrams, Love Letters, Bouquets, Locks of Hair and a Proposal of Marriage.

(Copyright, 1897, by the Associated Press.) LONDON, Feb. 6.—The newspapers here continue to comment upon the approaching...

GOVERNMENT EDUCATION BILL

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Chairman Yost of the special committee handed the report of the engineers and the report of the special committee to the president who opened them and passed them to Secretary Wakefield to be read.

The report of the special committee narrated the work of the committee in going to Chicago, where, after making a thorough search they reported that they had engaged H. C. Alexander and A. C. Schrader, the former superintendent of Lincoln park, and the latter an engineer under the West Side Park location.

It was opened and read. The report of the engineers was sealed in a special envelope and was signed by Messrs. Alexander and Schrader. The document bore date January 23, 1897. The following is the report of the engineers in full:

In this recommendation for the selection of exposition grounds, the following were considered so far as it was possible within the limited time allowed: First, the topography and general availability of the ground for building purposes; second, transportation facilities for the ground; third, water supply; fourth, drainage; fifth, sewerage and water supply; sixth, distance from postoffice. In the examination of the grounds for the purpose of the report, we were assisted by Mr. J. H. W. Smith, who has been placed in charge of the grounds, and by Mr. J. H. W. Smith, who has been placed in charge of the grounds.

In our opinion the Miller park site is the most available location, considering all points. It is understood that the Port Omaha grounds are included in this site. In regard to the topography of the Miller park site, it is a level site, and the ground is at a better grouping of buildings than any other site. There is a sufficient variation in elevation of the ground to avoid monotony, and the Port Omaha grounds have many grown trees that may be preserved and made to conform to a plan.

It would be desirable to have Thirtieth street closed as a public highway within the exposition ground limits if the ground lying both east and west of this highway are used. Should Thirtieth street be retained as a public highway it would necessitate a double line of fencing, each line half mile long, and a separation of grades of roadways at one crossing at least. It would also completely separate the grounds, which would be a disadvantage.

In regard to the development of water areas, we may say it is possible to a limited extent. Areas varying from seventy-five feet to 200 feet in width may be secured for the purpose of the construction of proper dams and overflow utilized for irrigation purposes.

It is intended that the natural flow of the creek shall be utilized as far as possible as a feeder to maintain water levels, and during the dry months of the year this supply should be supplemented from the water service system if it is found necessary. Although the water areas will necessarily be comparatively small in extent, they should be introduced as far as practicable to vary the landscape. Bridges of artistic design can be thrown across the narrow portions and suitable arboreta, etc., line the edges of the water areas.

RAILROAD ACCOMMODATIONS. The site may be reached by at least three separate street car lines, the Sixteenth street, Twentieth street and Thirtieth street, provided the proper extensions are made to the grounds. The steam railways available for transportation are the Elkhorn, the Belt railway and the Omaha. All of these lines can be extended to the grounds, and suitable arrangements can be made for the handling of both freight or passengers. Trackage facilities for other railways can probably be arranged via the Belt railway or other lines.

Although the distance to this site exceeds that to Hanscom park and is also greater than that to Riverview park from the city hall, we consider it as easy of access because of the greater number of transportation lines and the comparatively level roads over which the street cars, bicycles and other vehicles can pass at a higher speed and greater ease. The carrying capacity of the several lines should be carefully estimated and efforts

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