THE OMAHA DAILY BEE: SATURDAY, FEBRUARY 13, 1897.

ROADS

County Commissioner Hoctor's Ideas on an Important Question of the Day.

IMPORTANT

GOOD FARMING NEEDS GOOD HIGHWAYS

Recommendation for the Naming of All Country Roads, Numbering of Farm Houses and a Directory of the Rural District.

The following address by County Commissioner Hoctor was delivered at the meeting of the Douglas County Road Improvement league, held at the court house in this city last Wednesday:

"As a member of this league and as chairman of the road and bridge committes of Douglas county, I deem it my duty tion to submit for your consideration such views to submit for your constraint a submission entertained by me as warrant a submission of a few practical suggestions. In this a thorough system of drainage is neces-sary. I think the Board of County Com-bas adducted connection not assuming to be an expert in road building, and anxious to adopt the in road building, and anxious to adopt the most practical and economical plan, I shall listen with great interest to any recommen-dations made by other gentlemen of a greater degree of proficiency. Acting in a trust capacity, I have no interest aside from in the crude state the ideas I entertain upon the subject matter before this honorable age system than that furnished by former methods adopted in this county. In this body

'I have read with interest the able paper submitted by our worthy president at a meeting of the County Commissioners of this state in Lincoln, a short time ago. I fully agree with the president, both as to the of a change in the law, as necessity well as to the manner in which work upon public roads should be conducted. The rec-ords of Douglas county show that in 1892 the sum of \$16,220.05 was paid the road overthe sum of \$16,220.05 was pair the road during seers for work performed by them during that year. This amount was reduced in 1895 to \$5,424.13. The money saved in this line has been expended largely in the operating of road graders with satisfactory results, the amount of money expended in that line having increased from \$1,203.65 in 1892 to \$6,094.11 in 1894, the amount so expended 1895 being somewhat less than that of

made to a depth of six feet or more drain ditches should be made along the top of the "During the years 1892, 1893 and 1894 470,000 cubic yards of carth were moved by this county at a cost of \$43,367.05, an average bank, not less than four feet from the edge thereof, to catch all surface water and dethis county at a cost of standard, in addition of 94.5 cents per cubic yard. In addition to this there had been graded with the county graders up to January, 1896, 2674 miles of road at an average cost of \$37.66 per mile. During the year 1896 about forty-five miles venting it from flowing over the banks and causing the same to cave into the road, which in this way would afford a much nicer and better road as well as a saving of a great expense which would be otherwise of road have been graded with the county machines at a cost of \$39,90 per mile, and words quoted by President Williams, 'An about seventy-two and one-half miles of that graded in 1892 and 1893 have been trimmed up, so that we now have in this county about 323 miles of road graded up in a firstof cure. roads should be graded to the full width of the road allowance, with drain ditches on \$38 per mile, not including the contract each side four feet deep or of a sufficient depth to properly carry off all surface water. work. This we consider a vast improve-ment over the old system of depending upon "In repairing roads where it is necessary to haul dirt into the road, I would suggest the overseer in each precinct, as in this way we get more work at less expense and a uniform system of roads throughout the in all cases where the road is rough and uneven through what is commonly called or known as wheel ruts, or chuck holes, county. Where public funds are disbursed through so many local agencies, and with no uniformity of plan adopted throughout that the road be plowed so that the fresh earth may settle with that plowed from the state, it cannot be so expended that the most satisfactory results to the taxpayers can be realized

if the road is not plowed and fresh loose earth is filled into wheel ruts, it must settle SAME CONDITION IN ENGLAND. "As President Williams says, quoting from Macaulay, 'We are not the first peo-ple that have been driven by necessity to clamor for better roads.' Macaulay tells of by itself, the surface of the old road forming a basin in which to settle. The result is that the first rain will soak through the fresh earth to the hard road bed, and either wash out the fresh earth or it will be picked a time in England when public sentiment on this line rose to such a pitch that even the wasn out the fresh earth of it will be picked up and rolled out by wagon wheels, thus leaving the road in a worse condition than before being repaired. Money spent in se-curing a good, firm roadbed will save a vast amount of trouble and expense in attroops were called out to quell the frantic demands of the people. He tells us that in the closing years of the seventeenth century the highways in his country had failen.

has no points in its favor and should be owners of vehicles can accommodate them-abolished wherever in use, selves to the new rule without suffering selves to the new rule without suffering heavy cost. The adoption of the system will "The laws just quoted by me are in part applicable to the state of Nebraska, which at once make manifest its economy when it comes into use, for it is a money saving de-vice for all who contribute to the construcpermits those liable to a poll tax to either pay the same in labor or in cash. In my

tion and maintenance of good roads. "Owing to the peculiarity of our soil causopinion the laws governing the payment of a poll tax should either be changed to com-pel the payment of such tax in cash, or be ing washouts and ditches, I recommend sow. per the payment of such as in case in the cost of collection is from \$1 to \$3 where \$1 dollar of revenue is obtained in labor. Were this tax paid in cash instead of labor and expended under the direct supervision ing grass seed on the sides of all graded which in a short time will form a at least, washouts, which now so frequently occur. By this means our thoroughfares are rendered accure from water, its damaging of the county commissioners, an immense saving would be made to the taxpayers. effects and at the same time beautified. "With respect to paving of country roads there is a wide divergence of opinion as Where the tax is paid in labor, only minor repairs can be made, at a much greater ex-pense; whereas, if the tax were paid in cash, to the material to be used. Recognized au-thorities are of different opinions in this pense; whereas, if the tax were paid in cash, the amount of money to be expended would be so much greater that, under the present system that the roads which are now only being repaired could by contract be graded to the established grade thereof and thus save regard, some favoring cypress block, others vitrified brick, asphaltum, macadam and stone block. In this climate and from the results obtained from block paving in

Omaha, I think cypress block is not to considered. Were it not for the expensi constant repairing. "Perhaps the most important question bekeeping macadam in repair. I think it the fore this body is how to properly construct our roads so that they may be most servmost desirable paving for country the question I refer only to the construc-after the second year it is necessary to of dirt roads which can be subjected make annual repairs, I would, if possible, to the most practical test. Experience has avoid such outlay. missioners of Douglas county has adopted the most practicable and feasible plan. I

as many miles of stone paving cannot be had for a fixed sum as could that of maca-dam, in the gain of repair account the people are largely benefited. Admitting that the first cost is greater, the benefits derived therefrom are materially augmented with an ultimate diminution of cost to the taxpayers. In other words, I hold that no of Nebraska. With this explanation I offer the cost of construction is reduced to a minimum and affords a much better drainfied brick on a sand base; in Davenport, Ia., Rock Island, III., Rockford, III., Linconnection I desire to say that in my opin-

ion no grade should be steeper than 41/2 per coln. Neb., and other cities where this ma-terial has been subjected to practical tests cent nor less than 1 per cent, and no road should be graded less than forty feet in general satisfaction has been given. width, as by so doing I believe the expense "In respect to sewerage and culverts, of maintenance is much less than that of

can suggest no improvement over that adopted and now in use by the commissioners of this county. I regard the presen style of bridges adopted some four or five is in not properly disposing of the surface water. By this I mean that as soon as a road is graded drain ditches should be dug at the end of each cut of a sufficient size to carry off all surface water and prevent the boing built by this county are what are commonly known as pile bridges. The con-

struction of such meets all the requirements of public safety as well as the demands of NAMING COUNTRY ROADS.

"The people of the city have advantages over those of the country in being able to find, and direct others how to find, exact localities. In the city streets are named and houses numbered and system and order prevail. The system of numbering houses along country roads and the systematic plan of naming all of the roads of the country, which form a necessary adjunct to it, is an attempt to place the country fully upon an equality with the city in the spects. the p The erecting of guide boards and

will show the location of a country directory with as much exactness and make it as easy to find any country residence as it is ad present to find a residence when knowing the street and number in the city. "The naming of country places, the ad-vertising of the business specialty of the ountryman follow in the same line of rural dvancement, as well as the more material mprovement of the roads themselves, and the free delivery of mail matter and a country express or package delivery in connection with the postal service, which is now in use in other counties in this state.

the surface of the road, by this means caus-ing a uniform settling of the road, whereas The aim should be to develop a plan, sys-tematic throughout, to not only find a way to do a thing, but to find the best way to ecomplish it. 'It appears to be safe to consider that it

the plan into actual operation. Before the ses along the country roads can be numered with any degree of satisfaction or use fulness, the situation must be given a shap

streams and over bridges its entire length

tracts of land. Good roads are indispensabl

very different from the one existing at pres ent. The roads must be named and previou to that being done, thought and study must

thelr

sale

HAYDER BROS. Special Reduced Prices. MEN'S GLOTHING. Men's all wool suite, well made and good wearers, worth \$6.56 and \$7.50, at \$3.75.

All wool black class morsted suits in sack or frock styles, very dressy, for \$6.50. Men's all wool pants, reduced from \$1.50 to 95c. BIG HAT SALE.

Men's black stiff hats at \$1.00, will cost ou \$3.00 in any other store. Men's fur silk-lined soft fedora hats

brown or black, forefic, Others advertised as a leader at \$1.25. VALENTINES.

The greatest variety of Valentines, / The lowest prices in the city, 20 Valentines for 5c. Nice Valentines at 1c, 2c, 5c and 10c. All prices cut on fine Valentines. The q Valentines at 35c. Others in propor-The

FURNISHING GOODS SPECIAL SALE FOR SATURDAY EVENING

From 7:30 to 9:30. Be on hand. 1,000 dozen ladies' fast black cotton hose, regular 20c quality, Saturday evening at a per pair. " 1,090 dozen men's fast black cotton sox,

full, scamless, regular 20c quality, Saturday evening at 8c a pair. 100 dozen ladies' fine black cashmere gloves, our 25c quality, Saturday evening

at 9c per pair. 100 dozen ladies' fast black polka dot percallne aprons, worth 35c each, Saturday, 121/2c each

CLOAK AND SUIT PRICES. 200 suits in fancy mixtures and plain colors, worth \$9.00, at \$4.98. Figured mohair skirts, hair cloth facing, latest shape, worth \$4.50, at \$2.48.

New checked skirt in browns, greens and navies, the newest spring goods, at \$3.25. Wool shirt waists in all the new zigzag effects, newest shades, at \$1.48.

SILK 10C. 'Saturday evening, 8 to 9, we will sell plain and figured slik at 10c a yard.

WASH GOODS SPECIAL. 28-inch fast black sateen, 10c quality, 5c Yard wide new percales, 10c. Dark dress prints, 2½c a yard

SPECIAL GROCERY PRICES. Fresh roasted coffee, 29c. 12 bars laundry soap, 29c.

10 packages pearline, etc., 29c. HAYDEN BROS. ATTENTION, PIANO BUYERS.

Do Not Procrostinate_The Planos Are Going at the Hospe Sale.

We would like for one short moment to have your attention. We would like, in confidence, to give you our "tale of strict in the wholesale plano business, and why we have decided at this time to go out of it, and explain to you fully why we can, while this stock lasts, sell you a plano or an organ at factory cost and save you the usual retail profit, which is anywhere from \$100.00 to \$150.00 on a piano, and \$30.00 to \$50.00 on in organ.

When we decided to quit the wholesale plano and organ busines we had over 150 instruments on hand. To sell them at retail take.

a the regular way, in this town, it would ake two years. We decided on a "sale," and to offer the entire stock at just what it cost us. This offer, at these prices, is for ten days only, or while this stock lasts, but by the way they are going the first four days of the sale, there will not be a plano left by the middle or last of next veek We are offering and selling quickly, nice

brand new planos in all the fancy woods, for \$137.00, \$142.00, \$156.00 and \$168.00; others for \$177.00, \$187.00 to \$192.00, and all the

rest at corresponding low prices. New organs, \$38.00, \$42.00, \$56.00 to \$63.00. \$25.00 cash, \$10,00 per month, buys any ano in the house. \$6.00 cash, \$3.00 to \$5.00 per month, buys

ny organ in the ho Store open till 10 o'clock every night during this sale. Come early to secure good choice. A. HOSPE, JR., 1513 Douglas St.

Closing out prices at Hubermann's jewelry store, 13th and Douglas,



and Carried Beyond the Reach. of the Hungry Pursuing Brutes.

CHASED BY A HUNGRY PACK

Reports from the northwest and the timber districts lying along the Red river, in Nort Dakota, indicate that the gray wolf is giving settlers more trouble than usual by menac ing their flocks and herds. There is a bounty on the scalp of every gray wolf killed, and a good many make a fair living by hunting the animal, but it holds its own in numbers and loses none of its natural ferocity Ordinarily the gray wolf is not a dangerou creature for a man to meet, writes a corre spondent of the Globe-Democrat, but it fre quently happens in the winter that it is driven desperate by hunger, and then heave help the living creature that happens to cross its path. It roams over the prairie in small packs, and when prey is scented there is a wild scramble among them to get the first nab at it.

Fifteen years ago, when there were fewer settlers in Richland county, North Dakota, than there are today, and there were no so many cattle to be preyed upon, the trav-eler across the prairie frequently had to

race for his life with the gaunt gray prowlers that were to be found in the shelter of every clump of trees that grew. Commer cial travelers whose business took then among the small towns that had no rail road connections often had hair-raising stories to tell of their experience with gray wolves. One of the most interesting stories of adventure with the animals is related of adventure with the annual is on the by Augustus Stockdale, who was on the had a lively rival in William Clark. The route of these two men took them over the same territory at the same time, and they were always trying to beat each other into the towns, and to do this they would resort to all sorts of tricks by which one might outwit the other.

It happened that one day these two men struck the town of Lidgewood. It was in the spring of 1882 and winter was breaking up. Late in the afternoon they finished their business in Lidgewood and were to go from there to Fargo. The nearest railway Late in the afternoon they finished station was Wahpeton, to which place they were obliged to drive. There was no possi bility of one beating the other to Fargo because there was but one northbound train that night, and it left Wahpeton at 9:30 o'clock. This train they both intended to

PURSUED BY WOLVES. The drive to Wahpeton would take a little more than an hour, and at 8 o'clock Stockdale started in a sleigh drawn by a pair of strong-legged horses, and driven by a Norwegian employed at the livery stable as which he had hired the team. It was moon light, the sleighing was excellent, and th

hight, the steighing was excellent, and the prospect of reaching Wahpeton in an hour was encouraging. A thin, hard coating of anow was spread over the prairie, and the driver decided to cut "cross lots," and thus shorten the distance.

A little more than half the distance had been covered, and the horses had been pulled up to a walk while Stockdale lit a cigar, when there was a sound from the rear that caused the driver to turn quickly in his fast and look back. The same instant the horses showed signs of restlessness. Stock-dale heard the sound, and asked the driver what it was. The Norwegian promptly replied that it sounded like wolves. He had hardly finished speaking when the short, sharp bark of a wolf came swinging through the air from away in the rear, and then there was another end another. Stockdale looked around, and away off to the left he saw ten

Shoe Sale.

Your choice from a thousand pairs of two dollar shoes Saturday for \$1.25.

Bee-2-12-97

Daturday morning bright and early we will place on sale in our Shoe Department a special shipment of one thousand pairs of Shoes which we recently bought and which will prove a revelation to Omaha shoe buyers. These shoes have never been marked three dollars or two seventy-five or even two fifty-in fact they have never before been marked at any price by "The Nebraska," because they are all brand new and aren't even unpacked at present writing. If we were to sell them at their regular value we would get two dollars a pair for them, but Saturday you can have your choice from the lot at one dollar and a quarter per pair or seventy-five cents less than actual value. The sizes are complete. The styles are this season's. The stock is satin calf with solid leather inner soles and counters, and you can have as many different shapes of toe as if the price was six dollars instead of \$1.25. This is a shoe sale that is worth attending-a money saving shoe sale. Don't fail to be in it Saturday.





empting to maintain a road improperly recay. He tells us of instances where travelers were as many as fourteen hours in going five miles, and that when Prince George of Denmark visited the country he was six hours in going nine miles; that in numerous cases progress was only made by paired. This applies more particularly to

narrower roads.

DISPOSING OF SURFACE WATER.

"One great mistake I think too often made

same from running down on the fills. A neg-lect in this particular invariably entails

great damages and I think unnecessary ex-

"Another suggestion is that when cuts are

posit it at the end of each cut, thereby pre-

ounce of preventative is better than a pound

"Where the land is low and wet I think

taking the conveyances to pieces and packing them over the almost impassable roads, while the unfortunate occupants were carried on litters.

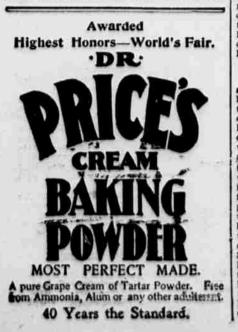
"It is true that we have not yet reache so serious a condition as this, but I cite this instance, first to show what the final result of the agitation for an improvement was. and second to bring to your attention what in the judgment of this eminent historian was chief cause of the lamentable condition of the roads and on this he says: 'One chief cause of the badness of the roads seems to have been the defective state of the law. Every parish was bound to repair the highways which passed through it. The peasantry were forced to give their gratuitous labor six days in the year, and if this was not sufficient, hired labor was employed and the expenses was met by a special rate or tax."

"I find upon examination that other coun tries than England owing to the defect in the laws are compelled to construct their highways in a similar manner to that cited Macaulay as being in vogue in England.

ROAD LAWS IN SOME STATES. "In the United States I find seven states

and one territory now construct their roads in this manner, Alabama requires all able-bodied males from 18 to 45 years of age to work on the public roads of their district for ten days in each year. North Carolina requires all able-bodied males from 18 to 45 years of age to work on the public roads of their district for fifteen days in each year; and Georgia, all able-bodied males from 16 to 50 years of age from six to ten days in each year; South Carolina, all able-bodied males from 16 to 50 years for from three to twelve days in each year; Mississippi, all able-bodied mules from 18 to 50 years, not more than ten days; Louisiana, all males, not nore than twelve days; Kentucky, all males from 16 to 50 years, with no limitation in time; New Mexico, all makes from 21 to 50 years for two days. In Illinois the labor system may also be adopted in any district upon the vete of a majority of the voters, all able-bodied males from 21 to 50 years of being required to work on the public roads not less than one nor more than three days in each year. Arkansas requires all able-bodied males from 18 to 45 years of age to work on the public roads of their dis-trict for ten days in each year, and only

under any other system, because though the state pays no money to maintain its public roads, their maintenance costs its citizens an enormous amount of labor, which repre-sents so much money to them. Many sections of the states employing this system complain of having the worst maintained roads to be found anywhere. This system



repairs close to cities, where the travel is greatest. "Successful farming depends more good roads than is generally supposed. The balance between the cost of production and the market values of his farm products is the margin of profit to the farmer. To in-

crease this profit, then, it is necessary either to lower the cost of production or raise the market value. It does not lie in the power of the farmer to raise the market value: he must, therefore, depend upon the decreased cost of production for his increased profits. In this lies the farmer's success or failure. "Why does not farming pay as it should? is a question often asked, and may be ans-wered as resulting mainly from two causes; first, a want of just legislation; second, a want of skill on the part of the farmer him self. All legislation that admits of unjust taxation or excessive freight rates on any of our transportation likes has its evil effect upon the net profits to the farmer. The truth of this statement is generally admitted. An extensive discussion of this subject is nowever, outside of the present line thought. It is also beyond our limits to give in detail the losses that must accrue to the farmer by unskillful management. But the losses that must result from poor roads is a legitimate field for our present discussion and cannot be investigated too minutely.

parent of discontent. It begets socialism, the enemy of social order. I favor cash pay-ment, uniformity of action, and centralization of official responsibility. I would adopt such plan for all public work as embodies the medicine of drambility and commercial ROAD QUESTION IS POLITICAL. "The roads question is finding its way qualities of durability and economy." into politics. It has a legitimate place there, because it is a political question. **Marvels** in Limestone When a man is elected to public office he presumed to transact the business of his state, county or town, with the same care The Ragged Top gold mining district is located about ten miles southwesterly from and prudence that a sensible man would exercise in the conduct of his personal af-Deadwood. Fair sized bidles of gold bearing rock running in value from \$35 to \$75 per fairs. Every town is a corporation, and every town officer is a director in that cor-poration, and directly responsible for the ton are being worked in that section now, it an area of 2½ to 3 miles square. In the Ragged Top district good float has been found in a great many places. The discovery proper management of the corporate busi-ness in which all the stockholders, to wit, of mineral bearing rock in the Ragged Top the citizens, are concerned. It is now be-coming a subject of inquiry whether a town or county officer who permits his condistrict occurred so late in the year that prospecting has not been pursued up to the present time as vigorously as it will be when stituents to drag themselves through miles of mire for six months in the year without the weather moderates and the snow goes off. The fact that good ore is found right at the directing his official energy to cure the misergrass roots in that section makes the dis-trict especially advantageous for prospectors and others of limited means, money with able waste and business paralysis which such difficulties of travel entail is worthy of the confidence and support of an intelligent voter. In many towns in the eastern states which to continue development of ground being obtainable from the s the one portinent question which candidates for office are now called upon to answer is, 'What is your position on the roads questheir ore almost as soon as they begin work This has been the experience of the men wh made the discoveries in that section. Be trict for ten days in each year, and only levies a money tax when the roads cannot be kept in good condition by the labor of these liable for road duty. "This system is unfair because it recom-penses inferior hands the same as those who are good workers. It brings the best work-ers down to the level of the poorest. This system compels each man to work on the public roads for so many days, and the acyond Ragged Top, in the Spearfish and Iron Creek districts, for a distance of 5 or miles, the same kind of float rock is being found, and, if present indications amount to anything, the districts bid fair to add greatly the gold producing era of the Black Hills. Three towns have been established in the Ragged Top district, namely, Ragged Top, Preston and Balmoral. To reach this disa neck and neck fight between the people and the ring, and the air is full of promises

rict prospectors go to Deadwood and take hacks, several enterprising livery men having that may be discounted 50 per cent. Every man should be judged by his record alone. The Homer Times says: 'Bad roads lead to arranged for regular service between Dead-wood and Ragged Top. Take the "Northwestern Line" to Deadprofanity; they make men swear. Bad roads lead to intemperance; men think it is neceswood.

sary to fortify the inner man with a few Excursion Rates to Washington. drinks to enable them to stand a long jour-ney through the mud. Bad roads lead to For the benefit of those desiring to wit ness the inauguration of the next president cruelty; the kindest hearted driver often has of the United States, the Baltimore & Ohio stimulate a willing team with the lash. railroad will sell excurision tickets at one Bad roads lead to poverty; the wear and tear

fare for the round trip from all points on its lines in Ohio, Indiana and Illinois. Tickets on wagons, harness and animals knock off a large per cent of profit.' will be sold March 1, 2 and 3, valid for re-turn until March 8. Similar tickets, via WIDE TIRES IMPROVE THE ROAD. "The wagon rolled over the road should be the Baltimore & Ohio railroad, will be sold a road-maker and not a road-destroyer. The

by all the railroads throughout the west. In addition to being the shortest and most broad tire does this. In France are found the best roads in Europe and over them roll direct line to Washington, the Baltimore & Ohio passes through a region of greater scenic magnificence and historic in-terest than any in all America. Passengers also have the option of traveling via Akron only the wheels of broadest tires. It is the only the wheels of broadest tires. It is the law there that the load shall be distributed over the largest possible surface consistent with the weight carried, the power exerted and the peeds of the peech to wheel loads to market. The tires of the French market wagons are all the way from three to ten and Pittsburg or via Bellaire and Grafton, either going or returning. The through either going or returning. The through trains of the Baltimore & Ohio are vesti-buled throughout, equipped with Pullman wagons are all the way from three to ten inches in width. The greatest number are from four to six inches. In Ontario the De-partment of Agriculture advises that for wagons without springs the tire should never be less than two and one-half inches in width for a load of from 500 to 1,000 pounds on each wheel. For loads of from 2,000 to 3,000 pounds to the wheel each tire should have of loads of how the foce of not less sleepers, and the dining car service is un-surpassed. Information in detail will be cheerfully furnished upon application by L. S. Allen, assistant general passenger agent, B. & O. R. R., Grand Central station, Chicago.

"The Overland Limited."

have a diameter on the face of not less than six inches. This recommendation will To Utah in 29% hours. California in 60% hours via the UNION PACIFIC. This is the fastest and finest train in the west. be adopted in Ontario this winter. It ought to be adopted here. But no laws of this kind should be imposed upon the people at Tickets can be obtained at city ticket office, once. They must apply gradually, so that the 1302 Farnam street.

ven to each stretch of road to be know MARDI GRAS AT NEW ORLEANS. by the same name. The first step, therefor would to arrange the roads into length Vin the Wabash Railroad

make a descriptive list of them and fo convenience of reference, number them in th On Feb. 16th and March 2nd, the Wabash will sell round trip tickets to all points south list. This work is, or should be, a county affair, and should include the entire county. The roads should be arranged in as long lengths as practicable. So long as the road runs in a general direction, or even if it at greatly reduced rates. All parties desiring to take a trip south for business or pleasure should not fail to take advantage of the low rates offered by the Wabssh. For furthe nation or tickets call at Wabash office effects somewhat to either side, provided the angles are not too abrupt, the same name should be continued through towns, across 1415 Farnam st., or write

G. N. CLAYTON, Agent.

stop-Over Privilege at Washington. would suggest that roads be listed, con nencing at the east line of the county an A ten-day stopover at Washington, D. an C., is now granted on all through tickets between the east and west, via the Baltill north and south roads be numbered from No. 1, and that all east and west roads b more & Ohio railroad. Stopover will also be granted on the return journey made on lettered alphabetically, or named, begin ning at the north line of the county, and let tered from north to south, making prov raund trip tickets, within the final limit of such tickets, but not exceeding ten days. Passengers will deposit their tickets with ion for a road on each quarter section, hal ection and section line. "Depression in industrial conditions, as the ticket agent at the Baltimore & Ohlo railroad station in Washington, who will elerated through immigration, will cause urplus population to seek homes on small

retain them until the journey is to be re sumed, when they will be made good for continuous passage to destination by exteno their contentment and happiness. "I favor the employment of bome labor at emunerative wages. By this means you endoubtless be greatly appreciated by the the best of citizenship. Ill-paid labor is the traveling public, because it will permit the bolders of through tickets to make a brief visit to the national capital without additional outlay for railroad fare.

Better go to the Innuguration

It won't cost much if you make the trip over Pennsylvania Short Lines. All the leading political lights will be there and you

leading political lights will be there and you may see the greatest gathering of promi-nent men ever at Washington. Ask Trav-eling Parsenger Agent W. W. Richardson, Omaha, Neb., about low rates March 1st, 2d and 2d, or address your inquiry to H. R. Dering, A. G. P. Agt., 248 South Clark St. Chicago.

> Six-Thirty P. M. Train. of the CHICAGO MILWAUKEE & ST. PAUL RY. **Best** service ELECTRIC LIGHTS, Dining car. City office: 1504 Farnam. "The Northwestern Line."

1401 Farnam street. The "Overland Limited" leaves at 4:45 p. m. The "Omaha-Chicago Special" leaves 6:30p.m. Fifteen hours to Chicago.

Premature Thanks. During the reheliion the Nineteenth Maine acquired a reputation for foraging the coun-try so thoroughly that they were said to have starved the confederacy out. One day they were sweeping along, dialing on the fait of the land as usual. Another troos was ahead, and between them and the Nine-teenth rode General Huncock. As the gen-eral was passing one plantation, the pro-prietor came out and thailed his party. "General," said he, "I want some sort of safeguard. The troops that have just gone by stole my pigs, lifted my henroosis and emptied my cellar." "T am very sorry," said Hancock. "Yes." continued the old man. "they stole everything but my hope of immortality. Thank God, none of them can steal that." "Don't he too sure of that." retorted the general; "the Nineteenth Maine is coming next."

Afflicted with Drops. "Speaking of nervous diseases," remarked a well known specialist to the Philadelphia Record man, "did you ever hear of a per-son afflicted with the 'drops?" No. Well, it's a most remarkable complaint. Of course It's a most remarkable complaint. Of course it has its technical mame, but it is com-monly known as the 'drops.' The patient's nerves may be all right in every other re-spect, but should he be carrying a bundle or parcel of any kind and you should sud-denly cry out, 'Drop that' he would drop it as though it were a hot brick. He could no more help it than he could fly. Cases of this kind are very rare in the east, but throughout the west there is something in the climatic conditions which makes the disease comparatively common."

Curious Newspaper Ownership

Curious Newspaper Ownership. Dresden, one of the German capitals, owns a singular plece of projerty, though one most admirably managed; it is a morn-ing newspaper, the Dresdener Angelger. This daily, upon the death of its last pro-prietor, was willed to the city upon the condition that all profits arising therefrom should be spent upon the public parks. This year a large playground of nearly eight acres was purchased from Prince George, the king's brother and heir upparent, and it will be ready for use next s. ring. The paper continues to hold the respent of all citizens, for the trust has been carried out in its broadest spirit, and the power has never been employed to foster any school of opinions-social, political or religious.

a dozen dark spots scattered over the

white surface of the prairie. "It's wolves, sure, Ole," said he to the driver. "You'd better start the horses up." Ole was already alive to the situation, and the horses began measuring the soil at a tremendous gait. A trotting borse is no match in speed for the wiry gray wolf, and he yelping of the pack behind the sleigh secame more frequent and more distinct each moment. Stockdale had a revolver, and e carried it in readiness to use if occasion equired. The wolves were gaining on the orses, and their forms could be distinctly from Fargo. It was 3 o'clock in the morn ing when they got into the town. Stockdale put some hot drinks into his stomach, slept as they galloped swiftly after the h. They were probably after the horses eigh. hree hours and went to work. He had los ut Stockdale knew enough of the animal his sample cases, but that didn't prevent him from doing business and he enjoyed the convince him that they would not hesitate roll his flesh under their tongues as a satisfaction of knowing that Clark didn't weet morsel if they got the chance. get much the best of him after all.

HEADING FOR THE RIVER.

The horses were doing their best under the ressure of the driver's voice and the sting f his whip, but they were losing ground, nd when they set into a run they could not widen the gap between the sleigh and the wolves. To make matters more serious Ol announced that he had driven out of the linof Wahpeton, and all he could say was that he was headed for the Red river, which was bout two miles ahead as near as he could calculate the distance.

learly seen. Stockdale kept his eyes on the wolves, who became more excited as they heared the prey that they were after, and they had reached a point where he could see their white breath as it came in little puffs from their mouths. There were thireen of them, and there were but shots in Stockdale's revolver. He didn't want to take the chance of wasting any of them, and waited until the wolves got close

o the sleigh before firing. The horses were at a gallop, and the sleigh was fairly flying over the snow. The trees along the river were less than a quarter of a mile away when Stockade took his first shot at the wolves. His aim war true, and one stricken animal rolled over on the snow dead. Part of the pack stopped to strip his bones of the fleah, while the others bounded along after the sleigh with renewed speed. The horses, frantic with fear, leaped toward the river and dove among the trees, apparently indifferent as to where they were going. They were beyond the control of the drive", and when one of the runners collided with a stump the two men went flying through the air, with the robes and sample cases after then Luckily neither was hurt, and, quickly get ing to their feet, they scramtled up a ottonwood tree that rose out at an angle rom the bank over the river. The horses lunged into the water, and sank among the ce flocs with which the river was filled.

For the time being the men were safe, but their position was a dubious one, for the wolves, disappointed in not getting at the horses, walked up and down the river bank near the tree that held the men and made the night hideous with their howlings. The river was swollen with the spring reshets, and had risen nearly to the of its banks. Large cakes of ice from the upper waters drove under the tree at fre-quent intervals at almost railroad speed.

Perched among the limbs over the whirl-ing flood, Stockdale's thoughts turned to husiness, and he gritted his teeth when he saw Clark outstripping him in the race to Fargo. He knew pretty well that when day. light came the wolves would leave, but by that time Clark would be in the city down the river ready to do business with the merchants. In his misery he took a shot

best him into Fargo. Suddenly, when he saw a cake of ice slip down on the flood directly under him, not more than eight foet away, the thought occurred to him that perhaps he could take passage on one of the larger floes and land in Fargo on time after all. The town was about fifty makes

iarger floes and land in Fargo on time after all. The town was about fifty miles away and the river ran along its edge. He suggested the idea to the Norwegian. who was bemoaning the fate of the horses. and he fell in with it. The two men climbed to a point of the tree that bung nearest the water and impatiently waited for the passage of a cake of ice large enough to bear them

The ice was more than a foot thick they had no fear of it giving away. Making themselves as comfortable as they could Set Teeth \$5.00 | Bridge Teeth. Best Teeth 7.50 each tooth Gold Crowns... 5.00 and crown...\$5.00 under the circumstances they watched with some concern the zigzag course of their craft, which they had no way of controlling. The wolves danced along the river bank for a distance of several miles, then disappeared. The men were on the ice flos nearly three nours, when it was whirled into an ice pack that was crowding against a point that jutted the river. They quickly got to the land and found themselves about two miles

HUES THAT HURT EYES.

Doomed to Banishment.

| Painless Porce ain Crowns..... 5.00 | Extracting.... 50a Eillings.....\$1.00 up Lady Attendant. Tel. 1085. $\sim\sim\sim\sim\sim\sim\sim$ lamp shades and rainbow decorations.

would immediately become unpopular with some of my best customers. This revolution must, in my opinion, be brought about gradually and by individual effort, All op-ticians and oculists feel the same way, Otherwise we would be accused of trying to help our business along, whereas, in the end, we will decrease it.

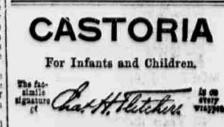
"There is not the slightest question, how-ever, that the multi-colored decorations Fancy Lamp Shades and Draperies and the use of opalescent globes and shades Colored lamp shades and the dainty hued for incardescent lamps have caused many men and women to believe their sight was iraperies that have been so popular in drawing rooms and parlors of recent years failing, when all that was needed to re-are under the ban. Failing eyesight in sowhite, semi-opaque shades. Yellow and the clety women has lately been a subject under clese observation, until now the oculists have arrived at the conclusion that the trouble is due to the multi-colors of gradations of rose and pink are equally try-interior decorations. That these striking ing. Green when used as the color for colors are doomed to go is shown by the alarming suddenness with which the colored more than blue. The nearer white the light lamp shade is being basished. One of the largest makers of lamp shades in New York has within a few days announced that sales have fallen off 40 per cent in a pered with.

DENSITY OF POPULATION.

The Most Thickly Peopled Spot in the World is New York City.

In the February Century is a paper by Mrs. Schuyler Van Rensselaer on "Places in New York." in the course of which the author says: Cross the Bowery now and you will enter the famous Tenth ward-a true The investigation into the objectionable tenement house district, forming part of the properties of colors, which will work such the most crowded city quarter in all the world. the entire population of all New York (reck-oning now with the parts above the Harlem, too) is concentrated upon 711 acres of nor he seemed able to determine. Calling on them at their homes one evening, he ex-claimed almost immediately on entering the sitting room: "I know now what is the main-ter with your eyes—too much yellow." Bright terra cotta and yellow ruled in the decorations, and of the three lamos used, two were of highly polished and high-ly reflecting brass, and the center table lamp sent a very yellow finne through one of the golden "fishesale" globes. White White scarcely greater than that of the whole of for the lamps. the 711 acres in which the Tenth ward is for the lamps. The reason for the injurious effect is ex-plained in the fact that sunlight, which is the natural light, is white. With such light no special effort of the optic merve is re-quired and all parts of the eye do their work normally. But when a colored light is placed before the eyes the organs of her organs of her eyes the organs of her or her organs of her organs of her eyes the organs of her organs of her eyes the organs of her or her organs of h coagulation of humanity in all the known world. No European place of anything like the same size even approaches it, and its nearest rival is a part of Bombay, the average population over an area of 46.06

acres is 759.66. Yet it should be remembered that, while our acres are thus more heavily burdened than any other, places can be found in Eu-rope more uncomfortably crowded within doors. There the houses are low. But New York tenements are very lofty, and thus our floor space to the acre is much more exten-sive. Moreover, although we are now more crowded than ever before, our sanitary state steadily improves. During the decade which closed with 1874 our death rate was 30.27 per 1,000; during the one which closed with 1894 it was 24.07.



at one of the yelping animals, but it didn't reach the mark, and the entire pack howled louder than before, leaping up against the tree, evidently maddened because they couldn't get their fangs into the flesh of

the men among the branches

TAKING CHANCES.

For an hour Stockdale sat in a crotch try-ing to take a philosophical view of the situa-tion, but he couldn't do it. He couldn't keep the idea out of his head that Clark would beat him into Fargo. Suddenly, when he news a cake of the allo down on the down

"Of course, if I were to openly oppose red

alarming suddenness with which the colored lamp shade is being banished. One of the It is the theory that a combination of colors before the vision injures the sight and that the love of color, which is responsible for all the charming harmonic of hues and chromatic effects that prevail in the homes of the rich, is a positive evil when considered from the point of view of, the oculist, as it is in no small measure answerable for many obscure cyc troubles.

properties of colors, which will work such a change in interior decorations, and which oculists believe will save so many people's sight started in an accidental way. Two members of a family high in the social life of New York went to a specialist to connembers of a family high in the social fric of New York went to a specialist to con-sult him about their eyes, which were giv-ing them much trouble—why, us ther they nor he seemed able to determine. Calling or the seemed able to determine.

of the golden "fishscale" globes.

sight have more work to do than before. They have to adjust themselves to catch They have to adjust themselves to catch the changed vibrations which give forth other radiations than the normal white light. The more intense these colors and the greater their variety, the more is the strain upon the eyes. Just as it takes some

time for the eye to use its normal vision after gazing at a firework display, in the same way the light through a colored shade a now believed to a limited degree to affect

he eye The lavish use of colors in the home, par-

ticularly in the rooms where people read, write or sew, is, therefore, strongly deprecated. All those charming shades of green, yellow, red, pink or blue, which make a room look so inviting and appeal so keenly to the artistic senses, though they may give

pleasure to the eyes that look upon them, are a strain upon the sight. They may be used at times to decorate conservatory or ball room, but white shades are at all times best for study, parlor or music room. boudoir or nursery the colored lamp shades will also be rigorously tabooed by those

who are careful of their eyesight. A metropolitan optician whose clientele is chiefly among the fashionable set is one of the foremost workers against the use of olored lights. Speaking to the writer upon this subject a few days ago, he said

low, Standard of equipment high. Rates Premature Thanks.