## THE NEW CORNER.

The Nebraska Clothing Company's New Store Pinished.

THROWN OPEN TO THE PUBLIC TOMORROW

A Ballding and a Business of Which Omaha May Be Justly Proud\_A Beautiful Structure\_A Wonderiul Business Success.

Tals is a story of business. It has no hero or heroine, and it came near being no story at all. If it wasn't for the newsy instincts of the reporter and the fact that he struck a rich vein there would be no giory worth telling and this space would be occupied with fashions, fads and foibles, or other frippery things. It happened this way. The scribe was sent out to write up the new building of the Nebraska Clothing company at Pitterath and Farnam, which will be open to the public tomorrow. He was a trained scribe. His specialty was honeyed sentences and sweet flattering words. He had written up all sorte of openings from a peanut stand to a postoffice and his fertile brain could make whole columns of matter out of very trilling hines. He has were set to the trilling things. His lines were cast in pleas-ant places and he always got the glad hand for if there is anything a business man de-lights in it is getting his business puffed up by the papers when it doesn't cost a cent. But here was a different thing. A new experience for the man of warm words. Noboly in connection with this big usloess wanted it written up. Nobody wanted a puff. Nobody—not even the advertising man, whose business. ness lies in that direction—seemed at all elated when the reporter announced his mission of putting this great establishment in print without profit or without pay. It was a new day for the scribe. At first he felt uncomfortable ut this soon gave way to a feeling of novelty and the curiosity that hunts things down. He was on a new scent. His instinct led him to seek the head of this business which courted no free puffs in the papers, and he soon found him at his desk. He found him pleasant and cordial and willing to talk about anything or anybody except himself. The reporter explained that he was there for the purpose of writing up the business, how it was started, how it was built, how it was so very successful, and how the ready to purchase, or he may have reasons the company to a purchase or he may have reasons. it grew to proportions of occupying the financeome building on the corner of Farnam and Fifteenth. Mr. Levy, he is the president, was all attention and affability but he didn't enthuse like other folks at the prospect of seeing his name in the papers in connection with hard work, persevering effort and palatini temples of trade which are the usual expressions on occasions of this kind. It might be said in passing that Mr. Levy is a busy man. He is also a business man. He likes music and brass bands and such things but not in connection with his busi-ness, and he modestly declined to give the information about himself and his business which most men are anxious to see in print Have you anything to say about this busy place of yours, asked the reporter. No, said Mr. Levy, I think the business should talk for itself. But the new store, that would be interesting, and your grand opening, have you nothing to say about the music and the flowers? Music said Mr. Levis each form. flowers? Music, said Mr. Levy, is a fine thing. I am fond of music. I suppose it could hardly be done away with in a circuid or in parades. But, and the man of busi-ness seemed to be entirely satisfied as he

This was so entirely different from any thing the reporter ever met in his business as a chronicler of new stores that he made uo his mind to get the history of the busis, ness somehow and this is what he found out. The Nebraska Clothing company is a credit to Omaha. It would be a credit to any city. It is unique. It is one of the few clothing houses in the country that manages to get

said, we will have no music at our grand

ening; in fact, we will have no grand open-

along without bombast or wind.

The company consists of three gentlemen.

M. Levy, who is the president and general manager; H. Cohn, who is the vice president and M. Strasberger, secretary, who spends ten months out of the year attending to the firm's business in the east.

Each of these three men have spent their lifetime in the clothing business. Each is an expert in his line. Each has made a study of his particular branch of the business and in the clothing markets of the east they are known as the big three. It is probable ree business men have worked so hard and attended so closely to their legiti-mate business to the exclusion of side issues as these three. Mr. Levy's reputation as financier and a man of great managerical ability was established long before he came to Omaha. Mr. Cohn was known as an ex-pert buyer and judge of men's furnishings and hats years before the Nebraska Clothing company ever hung out its sign. Mr. Strasberger's forte is buying clothing. It is cur rent among manufacturers and wholesalers he knows the cost of clothing better fabulous salaries have been offered him as a

the 10th of September, 1886, these three mer that there were not clothing stores enough in Omaha at that time, for there were more then than now, but that they saw a field in Omaha for a store differen from any that was then here.

Resolving to open a store was one thing but finding a suitable location was quite a different thing. Wheat was about a dollar a bushel in those days and vacant stores of any kind in Omaha were not so easy to find as they are now. Farnam was the principal retail street and every store was occupied from Tenth to Sixteenth. The wholesale dis trict was mostly on lower Douglas and it took more fortitude than the average merchant had to think of opening a retail store there. This, however, was the location chosen by the Nebraska Clothing company and they hung out their shingle on the southeast corner of Douglas and Fourteenth.

Speaking of the matter to the reporter, Mr Cohn, who opened up the Omaha store, said "There was nothing else for me to do. It was Hobson's choice. The place was so small and so far out of the route of regular retail trade I was a little dubious about the loca tion at first, but our idea was to ge a foot old, however small, for our experience had taught us that people would go where they could huy the cheapest no matter where the location or how small the store."

And so it proved. From occupying a small room, only 30x60 feet they found it necessary within three months to pay a bones to other occupants of the building to move out, and the store was extended by an equal space on the second floor. Even that was soon too successful in preventing the sagging, unsmall. The people heard about good cloth-supported appearance so general over most ing belong sold for half what other stores glass first stories. A mossive iron lintered were asking and they came in crowds. The spans the openings over the show windows, new idea flourshed. Like the peach of song and forms a base for the masunry piers that end story it grew and grew and grew. In less than six months after the little store was opened the partition on the first floor was torn down and the salesroom dimensions were extended the full depth of the building,

All the time theer was talk. Much talk. People talked of the new store and its method deep heavy cornice, in which strong brackets of selling things at unheard of prices and "The Nebraska," as they soon called it for short, was in everybedy's mouth. The public entrances, each crowned by a special feature, were picesed immensely and competitors marking the axis of the building and selley-

at such little prices and remain in business, an acre and a balf of floor space. This build but they reckened without the remarkable ing is as remarkable for the rapidity of its trio of partners. They didn't know their construction as for its successful archite tura reality had the field to themselves.

Competition soon realized this in an unforbraskall had a hold on its public which other stores had not gained in years. Competi-tion gradually dwindled away. The path of

ing were the rule. The Nebraska proved an loward the sky.

exception to the rule by selling goods at the smallest profits ever known to the trade.

This was a comparatively easy thing for them to do. With their sequalisance in the markets, their strong financial standing and their great purchasing power based on their their great purchasing power based on their knowledge of actual cost of production, they were able to buy goods much cheaper than people who were less endowed with these powerful factors in trade. This, coupled with the idea of selling goods at very close mar-gins gave the public a benefit which they gins gave the public a benefit which they were not slow to perceive. The new idea spread. It struck a popular vein. The public soon found out that not only could they buy goods cheap at "The Nebraska," but that they got well treated in other ways. They found out that the quality of goods was always as represented. That salesmen fold the truth. That the threadbare motto of "Strictly one price to all" was a thing to be respected in this instance, and that they could always get their money back cheerfully if for any reason their purchase did not suit In this way they learned to like "The Ne branka" and to depend on it as a safe place

All these methods took some time to win their way. The firm had faith in their methods and starting with a right idea, they let if work out to its natural consequence

The west was still young. Railroads were extending, towns growing, people multiplying and Neuraska and adjoining states were being more thickly populated every day. The new comers needed clothes. The Nebraska saw an opportunity to extend its field of mefulness and immediately it sought this new trade. It was no avail undertakent. ew trade. It was no small undertaking to tild up a business among entire strangers, but the Nebraska had faith in its principles and its prices, and it set to work to get business by mail.

It was no easy task. A person or a firm is necessarily at a disadvantage in trying to

gain the confidence of people they are not acquainted with; people whom they have to seck. The real test of a store is in pleasing people who don't know the store. Any business that can increase without the efforts of personal solicitation must have something unusual to rely on. It must have extraordinary goods or extraordinary prices, or both. When a person wants to buy goods and goes into a store for that purpose, his presence serves as an introduction. He comes with a roady to purchase, or he may have reasons for trading at his nearest store. All these things place the establishment who is seek-ing his patronage at a disadvantage and their only hope of getting business in this way must depend on two things solely—induce-ment in goods or inducement in price.

These two inducements "The Nebraska" had to offer and with these two alone it has succeeded in building up a business through the mall which is second to no clothing house in the country today. No less than 60,000 persons are customers of "The Ne-braska" through the mails, and of this num-ber considerably more than half have never seen the store. This is a matter of great pride to the establishment and becomes really wonderful when it is remembered that t was accomplished within six or sever

This part of the business is conducted strictly through catalogues and correspond ence and involves the services of six mer and as many young ladies, all of whom are kept busy as bees. A record is kept of every catalogue sent out and results are closely outched. The books show that the firm has istomers in every state in the union except

In the new building one entire floor will be specially equipped for this department, and the success of the mail order division is in a great measure responsible for the removal to the new quarters, as enormous quantities of goods must be kept constantly on hand to supply the increasing demand. But the new store. Something must be

said of that, too. Aside from the fact that it has transformed on eye sore into a thing of lov and that Omahans are no longer obliged to tolerate a group of dirty shantles on the iew building gives Omaha a good many

In the first place it has the distinction of being the first commercial building creeted in Omaha for five years. In this regard it may be said to have ushered in the new era of good times. Brick masons and carpenters of Omaha who had almost forgotten how to use their tools have reason to be kind to 'The Nebraska' for this reason alone. But aside from the accident of ushering in

ority the new building has many clain hear of greatness in their own towns. people should know then, that this new building has the distinction of being the largest devoted exclusively to retail clothing in the United States. This statement is technically true. There are many handsomer stores in New York, Chicago and large cities, but none in which the entire building is devoted to clothing alone. The average retail clothing store is conducted on one two floors. Some of the oldest and mo flourishing on the continent have but tw Others, again, occupy as many as three and four floors, but these are usually wholesale ouses or retail houses who do a wholesal

ousiness as well. "The Nebraska," however, was designe and constructed for retail business alone, an the entire five floors, including the basement are used for retail trade, and contain by actual figures an acre and a half of floor space. In this regard Mr. Kimball, architect assures it is one of the best b ness structures in the land. But let Kimball tell his own story. He is an author ity on buildings and of the firm of Walke and Kimball who are architects-in-chief to the Transmississippi Exposition of which we are all so proud,

re all so proud.

Here is what Mr. Kimball has to say:

NEBRASKA BUILDING.

The new home of the Nebaska Clothing company, just finished on the old Boyd opera House corner, has architecturally more than common interest. The application of the Gothic style to commercial architecture is both unusual and difficult, but, as in the case of most difficult things, its successfu

ccomplishment is well worth while. New York and Boston have their notable examples of this style. The new building is in the pointed arch Gothic of Italy, depending on color largely for its o nament. As a commercial structure, its most noticeable features are the height of its stories, its evident strength, shown by the very deep reveals, the richness and permanency of its

materials throughout. The building fronts 77 feet on Farnam street by 132 feet on 15th street. The first story is almost continuous plate glass, broken only where the iron plers carry the ong masonry lines to the ground. adjustment between void and solid has been successful in preventing the sagging, uning. These piers are surmounted in the fourth story by pointed atches of alternate ing. dark and light voussoirs, which with their medallion-decorated tympanums, form the most important enrichment of the whole, This story is surmounted in turn by a very

we'e mu h dis larged and wondered how long ing the monotony of the "repeat" motive.

It would hold out.

The Nebraska Clothing Co. will have for They said it was impossible to sell goods such little prices and remain in business, an acre and a balf of floor space. This build trio of partners. They didn't know their men. The company, so small he starting, so me lest in their entrance to a big city, was really one of the strongest from a financial as well as an executive point of view, several years experience in the manufacturing of clothing for the trade as well as understarting of clothing for the trade as well as individual retail experience and success made them formidable competitors. They in reality had the field to themselves. six-story building, in view of possible future

One interesting feature of the constru tion is the cantilever which supports the southeast corner of the building. By its use southeast corner of the building. By its use the ellon gradually dwindled away. The path of the content of the building building by its use the owners have been enabled to avoid going under the adjoining building for footings. The short arm of this powerful lever carries beet corner in Omaha furom a retail point of clew.

The methods by which this came about are interesting enough to get a mention here. The methods by which this came about are interesting enough to get a mention here. First of all there was the idea of welling the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bearing as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of the head of her as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of his bear as he is over all the creation of her as he is over all the creation of her as he is over all the creation of her as he is over all the creation of her as he is over all the creation of his bear as he is over all the creation of her as he is over all the creation of her as he is over all the creation of her as he is over all the creation of her as he is over all the creatio

developments.

interesting enough to get a mention here.

First of all there was the idea of selling goods cheap. People in those days had plenty of money and profits of 50 per cent or more were not unusual. Big prices for clothing were the rule. The Nebraska proved an it will need to be extended still further lower the rule. The Nebraska proved an it will need to be extended still further lower the rule.

History of Union Pacific Road During the Past Four Years.

LINES THAT HAVE LEFT PARENT SYSTEM

Remaining Property Consists of the Line from Council Bluffs to Ogden, Which is Soon to Be Offered at Auction.

According to advertisements published during the past week the sale of the Union Pacific railway will take place at the freight house of the company in this city within less than thirty days. The sale will occupy two days, November 1 and 2. On one day will be the foreclosure sale of the first mortgage, and on the other that of the second mortgage, the government's interest.

The foreciosure sale, when confirmed will terminate the receivership of the Union Pacific Railway company. This receivership was inaugurated by the United States circuit court on October 13, 1893, so that the regime of the receivers will have extended over a period of a little more than four years when the hammer of the official auctioneer knocks down the great railroad property to the highest bidder. All indications now point toward the purchase of the property by the reorganization committee and the control of the system by the Vanderbilt interests, which are represented on the reorganization committee by three well known railroad magnates.

During the four years of the receivership of the Union Pacific that once great and powerful railway system his, through the forced segregation of the branch lines, dwindled from a system that comprised 7,700 miles of railroad and about 3,000 miles of water communication down to a railroad of water communication down to a railroad of 1,063.95 miles, of which the greater part is the main line from Council Bluffs, Ia., to Ogden, Utah. The following are various companies that have gone out from the Union Pacific system during the receivership: The Boise City Railway and Terminal company, the Boulder Valley and Central City Wager Read company, the Central City Wagon Road company, the Bozeman Coal company, the Cascades Railroad company, the Columbia & Palouse Rail-road company, the Denver, Leadville & Gun-nison Railway company, the Kansas Central Railroad company, the Kansas City & Omaha Railroad company, the Laramie, North Park and Pacific Railroad and Telegraph company, the Lawrence & Emporla Railroad company, the Loveland Pass Mining and Railroad Tun-nel company, the Mill Creek Flume and Manufacturing company, the Morrison Stone, Lime and Town company, the Oregon Railway and Navigation company, the Oregon Rallway Extensions company, the Ore-gon Short Line & Utah Northern Rallway mpany, the St. Joseph & Grand Island Railroad company, the Union Pacific, er & Gulf Railway company, the Walle Walla & Columbia River Railroad company and the Washington & Idaho River Railroad

ARE NOW INDEPENDENT ROADS. Of these companies that have left the parent system and have since been operated as independent railroad companies, the following are the largest, most powerful and altogether the best branches that are now independent roads: The Oregon Rallway and Navigation company, left the Union Pa-cific system on July 3, 1894; the Union Pa-cific, Denver & Gulf, left the Union Pacific system in December, 1893; the St. Jeseph & Grand Island, left the Union Pacific, March 1, 1897; the Oregon Short Line & Utah Northern, left the Union Pacific system

March 15, 1897, and the Kansas Central, left the Union Pacific system October 1, 1897. With most of these companies that have ecome independent properties the Union Pacific has sustained friendly traffic relations With the Oregon Rallway and Nav-igation company and with the Oregon Short Line, however, there has been one of the most animated controversies that ever stirred west-ern railroad circles. A dispute arose be-tween the Union Pacific on the one hand and with the Oregon Rallway and Naviga Line on the other hand as to the division of revenues derived from through traffic over the three lines. The differences were ac-entuated by the opening of "the Ogden gatehan the Union Pacific, and the fight reache its climax a short time ago, when all through tariffs on both freight and passenger business on the roads involved in the dispute were annulled and the interchang business between them practically estopped. Previous to this culmination of the difficulty, however, the Union Pacifi had ignored its time-honored route to Port-iand and other Pacific coast points and thrown all its business for that section of the untry to the Southern Pacific, via Cac ramento.

the Union Pacific and during the re reivership have become independent proporties will under the reorganization of the parent road again become a part of the great "Overland Route" is a much moote uestion, not only in railway circles. in every place where the hope is enter tained that the Union Pacific may recove its lost prestige and become the leade among transcontinental lines. Whether the celteratum, which would mean as much to Omaha as to the Union Pacific itself, be achieved, developments after the closure sale alone will tell. It is doubt ful if the reorganization committee [tsel ould vouchsafe a correct answer, and cer tainly no one outside of that powerful bod-knows accurately what the future of th reorganized railroad will be. With the aportant mechanical shops located her the advantage to Omaha to again have al the branches that have strayed away again included in the Union Pacific system easily seen. The work at shops and headquarters would vastly increased, and the hundreds of Omaha families that have gone out to other western points because of the establishment of headquarters by the independen lines would return to make this their

IN THE HANDS OF RECEIVERS. A brief history of the Union Pacific receive erships follows: On October 9, 1893, Olive Ames, second, and Samuel Carr, as executors of the will of Frederick L. Ames, de ceased, and Peter B. Wyckoff and Edwir F. Atkins commenced a suit against the Union Pacific Railway company and others in the circuit court of the United States, district of Nebraska, and filed their complaint therein. This is known as the Ames suit. Proceedings were had in this suit on October 13, 1893. S. H. H. Clark, Oliver W. Mink and E. Ellery Anderson were appointed receivers of all the tles of the railway company by the On November 13, 1893, upon the petition of the attorney general of the United States, intervening in the suit, John W. Doane and Frederic R. Condert were appointed as additional receivers of the railway com-

pany's property in said cause.

Like suits were commenced, like bills of camplaint filed and like proceedings had on October 13, 1893, in the circuit court of the United States for the southern district of New York, the district of Kansas and the district of Colorado; on October 15, 1893, for the district of Massachusetts, and on Octaber 16 for the western district of Mis-sauri, for the southern district of Jowa, for the district of Wyoming for the district of Washington; on October 17 for the dis-trict of Montana and for the district of Oreon; on October 18 for the district of Idaho, ad on November 3 in the district court for the third judicial district of Utah terri tory. The receivers were likewise there-after appointed in all of the several suits. The receivers appointed in the Ames suit took possession of, operated, controlled and managed the property of the Union Pacific Railway company, and also that derived by consolidation with the property of the Union Pacific Raliroad company, under the direction of the court, until about January 21, 1895.

During the period of the operation of the property by these receivers, on August 1. property by these receivers on august 1, wags schedule during the early part of 1894. This dispute engaged the attention of court to fix tolls upon business transported over the bridge division of the rail-way at the rate directed by the trustees of the Omaha bridge mortgage, and from time to the rules of the Union Pacific company bis assistants and the officers of several road.

oridge division, as directed by the mortgage, fier having paid therefrom the amounts re-

nuch as should remain after complying with

grown as the Dexter cause) in the district Nebraska and thereafter in the several listricts in which the cause was pending. livers of the property in the Ames cause as ontinuously operated the property in con-inction with the several other portions of allway properties of the Union Pacific Rail-

FIRST MORTGAGE BONDS

The Union Pacific Railroad company in mpliance with the powers conferred upon t by several acts of congress, for the purise of providing means to construct and omplete its railroad and telegraph line executed and issued, and delivered to various persons, firms and corporations for value and number of 27,229, in the aggregate amount of \$27,229,000, all of which bonds were so ssued and delivered and duly certified by the trustees. All of these bonds are now outstanding and unpaid. The bonds are in the form and contain the provisions as stated in the bill of complsint in the Dexter case. In each of the bonds the Union Pacific Railroad company promised to pay the sum of \$1,000 to the holder thereof at its office in the city of New York thirty years after the date thereof and also interest thereon at the rate of 6 per cent per annum, payable semiannually from the date thereof until the oringinal sum should be paid, on presentation of the interest coupons annexed thereto at the company's office in New York city.

and bearing the dates and maturing at the dates, respectively, as follows: \$5,475,000, bearing date of January 1, 1866, and maturing January 1, 1896, \$1,598,000, bearing date of January 1, 1867, and maturing January 1, 1897.

\$1,920,000, bearing date of July 1, 1867, and maturing July 1, 1867, and maturing July 1, 1897. \$5,999.000, bearing date of January 1, 1868. and maturing January 1, 1898. \$8.837.000, bearing date of July 1, 1868.

and maturing July 1, 1898.

\$2,400,000, bearing date of January 1, 1869, and maturing January 1, 1899.

Edwir D. Morgan of New York and Oakes Ames of Easton, Mass., accepted the first mortgage on November 1, 1865, and the trusts thereunder, and continued as trustee thereof until their deaths, respectively. O May 8, 1873, Oakes Ames died, and on De-May S, 1873, Oakes Ames died, and on De-cember 3, 1873, Oliver Ames was duly ap-pointed trustee in his place. Oliver Ames died on March 9, 1877, and on June 1, 1881, Frederick L. Ames was appointed in his stead. On February 14, 1883, Edwin D. Morgan died, and on March 6 F. Gordon Dexter was appointed in his place as trustee. On September 13, 1893, Frederick L. Ames died, and on October 12, 1893 Oliver Ames died, and on October 12, 1893. Oliver Ames second, was duly appointed trustee under the morigage in his place. Each of the trus-ices, original and successor, duly accepted the morigage and the trusts thereunder, and F. Gordon Dexter and Oliver Ames, second, now are the trustees under the mortgage and the agreement of March 12, 1868, supplemental thereto.

DISPUTE OVER WAGE SCHEDULE. One of the most important events that has courred during the regime of the receivers f the Union Pacific was the employes wage schedule dispute during the early part

to time as required alter the same in conformity with the instructions which might be the firemen, engineers and other employes. governing the hours runs and wages of given by such trustees, to keep separate ac-counts of all revenues derived from such time in all matters pertaining to labor and tol's to be levied upon the property corporations, the firemen agreed to share and passengers transported over or which should use or have the benefits of the Omaha the extent of conceding overtime accrued in less than ten hours on all trains.

Nebraska Clothing Co

YOU WILL FIND US THERE

TOMORROW WITHOUT ANY

The following excerpts from the opinion uired for the service, maintenance and of the court given by Henry C. Caldwell peration to set apart the tolls and amounts and Walter H. Sanborn, circuit court judges, eccived each month, and that the tolls or as give a comprehensive view of the matter "The system of which the court on October 1893, assumed the management and c lays after the end of each month be paid to trol comprised 7,700 miles of railroad and Drexel, Morgan & Company to the credit of about 3,000 miles of water communication. he trustees of the mortgage to be kept and | and had in its employ over 22,000 men. The applied in paying the interest upon the great body of these men had been in the bonds secured by the mortgage, creating a employ of the company for a considerable sinking fund and purchasing or redeeming length of time, some of them as much as the bonds as provided by the terms of the mortgage. Since then the receivers have con-tinuously operated the Omaha bridge divi-of wages were determined in the main by ion of the property and kept their accounts certain written rules, regulations and sched of such operation deposited and disposed of ules, some of which had been in force fo he revenue derived therefrom as required by more than a quarter of a century, and all which had been in force substantially On January 21, 1895, an order was entered in the cause in which F. Gordon Dexter and years and more. These rules, regulations bliver Ames, second, are complainants and schedules were the result of free and voluntary conferences held from time to time between the managers of the railroad and the officers and representatives of the sev-eral labor organizations representing the men in the different subdivisions or branches eccivers in the Dexter cause. Since that of the service. These labor organizations are the receivers in the Dexter cause have like the rules, regulations and schedules. n-of system many years before the appointment of the receivers. The good opinion of the men entertained by the managers seems to be shared by the receivers, for in their peti-tion to the court in this matter they declare

That the employes, generally, upon the Union Pacific system are reasonable, intelligent, peaceable and law-abiding men. "Among the rules and regulations referred to and in operation when the receivers were persons, firms and corporations for value and appointed was one to the effect that no consideration, its first mortgage bonds to the change should be made in the rules and regulations and rate of wages without first giving to the labor organization whose members would be effected by such change thirty days' notice or other reasonable notice. On January 27, 1894, the receivers, without giving the men or the officers of the labor organizations representing them any notice, filed in this court a lengthy petition, stating among other things that the receivers had with justice to their employes, inaugurated economies in every department with a view to reduce the operating expenses as far as possible and produce results fair to all those possible and produce results fair to all those parties are supposed in the date thereof until the parties having liens upon and interests in the interest coupons annexed thereto at the company's office in New York city.

The bonds were issued in the installments are bearing the dates and maturing at the lates, respectively, as follows:

38,475,000, bearing date of January 1, 1866, and maturing January 1, 1896. stated further that they had revised the schedules upon principles which seemed to them just, right and proper. With this petition the receivers filed what they termed rules, regulations and schedules, which they asked the court to approve and order they be put into effect on March 1 and the employes directed to conform thereto The petition also prayed for a very extended injunction against the employes.

The petition also prayed for a very extended injunction against the employes.

"On the day the petition was filed the court entered an order declaring that the rules, regulations and schedules prepared by the receivers and filed with their petition were prima facie reasonable and just, and directed that hey become operative on March I. 1894, and ordered an injunction to issue as prayed for in the petition. Upon the presentation of this petition and the order made thereon to the United States circuit courts for the districts of Wyoming and Colorado those courts declined to give effect to the order in those districts for the reason that the employes had had no notice of the proposed change. Thereupon the receivers applied to the circuit judges to put the order made by the circuit court in Nebraska in force in the districts of Colorado and Wyoming. This the circuit judges declared that the tentered the tree propers to the propers to but the circuit force in the districts of Colorado and Wyoming. This the circuit judges declared that directed the receivers to This the circuit judges deand Wyoming. This the circuit judges de-clined to do, but directed the receivers to annul their orders adopting the new rules. regulations and achedules, and ordered a conference of the receivers and representaives of the employes, to commence March 15, 1894, at Omaha, and set down the petition of the receivers for leave to set aside the schedule of employes' wages in before the circuit judges at Omaha, March

labor organizations, representing the em ployes of the court, was held in this city. At this conference an agreement was reached as to the rules, regulations and schedules relating to the train dispatchers and operators, which was reported to the court and confirmed. This was one of the most dif-ficult schedules in the whole list to adjust At the conference held under the order of the circuit judges the position assumed by the receivers in their petition to the court was found to be untenable and was aban

majority of the receivers. The suggestion s without merit in this case for several ceasons: Four of the five receivers are not practical railroad men, and are not familia with the subject; two of them are lawyers residing in New York, one a merchant re-siding in Chicago, and one a railroad accountant, having doubtless a thorough knowledge of the books of the company, but know mg nothing about the wage schedules. These four gentlemen are eminent in the line of their professions and pursuits and entirely capable of managing the financial affairs of this great trust, but their opinious upon the subject of wage schedules is confessedly of little value.

"The action of the receivers is objection able upon another ground. difficult to devise any action better calculated to provoke a strike. The method of adopting the new schedules was calculated to drouse resentment in the breast of every self-respecting, intelligent and independent man in the service. While they might have been willing to acquiesce in the reduction of their wages, they were quite sure to revolt against the manner of doing it. ever may be the legal right of a railroad corporation to reduce the wages of its emcorporation to reduce the wages of its em-ployes or discharge them in a body without giving them an opportunity to be heard, a court of equity will not act in that manner or approve the action of its receivers who have acted in that manner. The receivers, no more than the court, should have undertaken to determine what wages were just and reasonable without giving the men an

opportunity to be heard.
"In the opinion of the court the allowances made by the schedules now in force are just and equitable when all the condi-tions are considered. The employes under the present system share the burdens of diminished businers. They make less mile-age and get less pay per month. The rate now paid is not higher than the rate paid on other lines operated through similar country and under like conditions, and is not higher than it should be for the service rendered. An order will be entered in the district court of Nebraska continuing the present schedule (subject to the modification as to delayed or overtime), in full force and effect, and setting saide the order made by this court on January 27, 1894." During the winter of 1895-97 some excite-

ment was caused by charges of mai-administration of the hospital department and mis

management of the hospital funds of the em-ployes. These charges were preferred by P. E. Gillilged, a discharged station agent, and were taken up and urged by the Order of Railway Telegraphers. Gilliland had been discharged from his position at Papillion for giving away transportation on other lines obtained for his wife, for making overcharges on telegrams and holding back money on rebate checks and for incivil conduct toward a young woman there. He sought to be reinstated, and the order of which he was a prime mover sent its leading officers here help his cause. The hearing lasted several days, and was before Master-in-Chancery William D. Cornish, in this city. The railway officials showed cause for Gilliand's dis-missal. He replied by alleging that he had been discharged on account of malice borns against him by the management of the road. He also alleged irregularities in the hospital department and brought up another wageschedule case, alleging that certain employed were not justly compensated for their services. The result of the hearing was a recommendation that the management of the Union Pacific be ordered to make an accounting of all funds in the hespital department to the employes who contribute 40 cents a month of their wages toward that fund.

CARE OF THE PROPERTY. The property of the Union Pacific railway has been well kept up during the receiver-ship, and railroad men generally regard the railroad and its equipment in the best con-dition of any western railroad. The roadbed has been greatly improved by the addition of a fine quality of gravel obtained from the Sherman Hill gravel pite on the line of the Union Pacific road in Wyoming. This gravel when hard rolled makes an admirable roadlarge stretches

between here and Ogden,

pecially on the Nebraska divisions, have been improved by it. This hard rolled gravel has also been substituted for plank flooring in many of the mechanical shops and about the freight depots, where much heavy trucking is done. The gravel is found to be more durable than wealth floors and much better durable than wooden floors and much better

The engineering department has been busily engaged during the four years of the receivership in replacing many wooden receivership in replacing many wooden bridges with substantial structures of iron and steel resting upon firm foundations of masonry. Under the direction of Chief Engineer Pegram a large number of these bridges have been erected in Idaho and Wyoming, some in Kansas on the line of the Kansas Pacific, and a few in Nebraska A number of the new steel bridges are lo-cated on the new independent Oregon Short Line, though in 1895 and 1896, when the bridges were built, that line was a part of the system. One of the best bridges built during the receivership was the viaduct carrying the tracks of the Union Pacific across South Fourteenth street in this

The rolling stock of the Union Pacific has been kept in a good state of repair. Travelers have remarked on the fine appearance of the Union Pacific locomotives. of the Union Pacific locomotives. The total locomotive equipment consists of 534 locomotives, the same as when the receivership began. But there are now 368 locomotives began. But there are now 368 locomotives in good working order, and on October 13, 1893. there were but 328; now there are ninety-two locomotives needing repairs, then there were locomotives in the shops, then there were locomotives in the shops, then there were locomotives in the shops, then there were locomotive in the shops, then there were location. eighty-three; now there are thirty-three eighty-three; now there are thirty-three lo-comotives that are declared to be unfit for service, then there were but three. Tho total car equipment on December 31, 1896, was 11,436, while on October 13, 1893, it was 11,425. In the passenger cars there were 252 in good order in 1896, and 294 in 1893. The total number of passenger cars was 411 in 1896, and 428 in 1893. Among the freight cars, there were 10,141 in good order in 1895, and 10,573 in 1893. During the re-ceivership 470 freight cars were either de-stroyed or broken up and not replaced. The stroyed or broken up and not replaced. total number of freight cars in 1896 11,025, and in 1893 was 10, 997.

MILEAGE OF THE SYSTEM.

The following is the mileage of the Union Pacific railway as it is operated today:
Bridge Division—Main line, extending from
eastern terminus on east line of company's property, Council Bluffs, Ia., in a westerly direction to Bridge Junction at Twentieth street, Omaha, Neb., 3.98 miles. Branch line, extending from junction with main line at a point about 0.60 mile west of the transfer depot, Council Bluffs, in northeasterly direction to Breadway depot, 1.72 miles. Total milesge main track, 5.70 mileage second main track, 3.92. Union Division-Main line, extending from

initial point near northeast corner Section 10, T. 15 N., R. 13 E., Omaha, Neb., in a westerly direction to connection with the Central Pa-cific rallroad at a point five miles west of Ogden, Utah, said five miles being leased to the Central Pacific Railroad company, 1.038.43 miles.

Branch lines, extending from junction with the main line at Almy Junction, Wyo., in a northerly direction to terminus at Mine No 7, exclusive of 1.72 miles owned by the Rocky Mountain Coal and Iron company, 3.88 miles. Extending from junction with the main line at Cheyenne, Wyo., in a northwesterly direction to connection with track of the Union Pacific, Denyer and Gulf Railway company, 2.04 miles. Total mileage ream track, 1.044.25 miles. Mileage second Total mileage of

gll tracks, 1,063.95 miles.

Mr. H. B. Greeve, merchant of Chilowie, Va., certifies that he had consumption, was given up to die, sought all medical tr ment that money would procure, tried cough remedies he could hear of, but got no relief; spent many nights sitting up in a chair; was induced to try King's New Dis-covery, and was cured by use of two botties. For past three years has been tending to business, and eass Dr. Ki New Discovery is the grandest remedy ever made, as it has done so much for him and also for others in his community. Dr. King's New Discovery is guaranteed for coughs

In the Japanese match factories the boxes and labels are made by little girls, who are wonderfully dextrous in the work. There little experts get from one to five cents for