MELLEN'S THE LATEST NAME

Northern Pacific President Suggested as President of Overland.

GOSSIP CONNECTS HIM AND UNION PACIFIC

His Candidacy is Not Considered Seriously in Omaha, Although Chicago Seems to Believe It Possible.

The report from Chicago yesterday to the effect that C. S. Mellen, president of the Northern Pacific, was the latest man slated for the presidency of the reorganized Union Pacific railroad did not disturb the serenity of local railway circles a little bit. The chances for Mr. Mellen's election are regarded as so remote by the leading railroad officials here that no one gives his candidacy a second thought. Should he come to Omaha as president of the Union Pacific railroad local railroad men would be more surprised than they ever were before. While Mr. Mellen, as a former freight traffic manager of the Union Pacific, is doubtless familiar with Union Pacific matters, it is argued that he cannot be classed with any of the men whose names have been previously mentioned in connection with the Union Pacific presidency. Mr. Mellen was in Omaha at the time of the Union Pacific foreclosure sale and was in close touch with the members of the reorganization committee during their visit here at that time. At that time it was whispered about local railway circles that Mr. Mellen would like to be president of the Union Pacific, but the matter was not considered seriously enough for his name to be listed with the other candidates.

STORY FROM CHICAGO.

CHICAGO, Dec. 18.—The Tribune says today: The opinion is gaining ground in railway circles that neither E. W. Winter nor Horace G. Burt will be the president of the Union Pacific. The man now prominently mentioned for the position is C. S. Mellen, president of the Northern Pacific. E. W. Winter was slated, it is said, for the presidency of the Union Pacific after Mr. Clark declined it. Mr. Winter has all the qualifications for the position, and for many years was the trusted lieutenant of President Hughitt of the Northwestern, who, it is understood, will be chairman of the Board of Directors of the Union Pacific. Mr. Winter, it is said, did not feel inclined to take the position for personal reasons. Mr. Burt's name was then suggested, but objection, it is said, was raised to him on account of his being now vice president and assistant to the president of the Northwestern. With President Hughitt as chairman of the directory and Mr. Burt as president of the Union Pacific it was argued the Union Pacific would be looked upon as an auxiliary of the Northwestern, and this was not desired, as the Union Pacific gets considerable business from competitors of the Northwestern.

For these reasons, it is said, President C. S. Mellen of the Northern Pacific was named as the most available man for the presidency of the reorganized Union Pacific. Under ordinary circumstances the report that Mr. Mellen would leave the Northern Pacific to take the presidency of the Union Pacific would be looked upon with great suspicion, but circumstances are such that the report is generally believed to have good foundation. But there is friction, it is said, between his friends and the friends of Vice President Lamont. Mr. Lamont was originally slated for the position. He was the choice of J. J. Hill and his friends, who have a large interest in the Northern Pacific. But J. Pierpont Morgan, the head of the Northern Pacific system, did not think Mr. Lamont had the requisite experience. A compromise was effected and C. S. Mellen was chosen president and Mr. Lamont vice president. Rumors have lately been current that Mr. Lamont would soon succeed Mr. Mellen as president of the Northern Pacific, and thus strength is given to those reports that Mr. Mellen had practically been agreed upon as the most suitable man for the presidency of the Union Pacific.

Mr. Mellen is probably better qualified for the presidency of the Union Pacific and knows more about its affairs than any other man except S. H. H. Clark. From June 1, 1884, until June 1, 1888, he was general purchasing agent of the road. He then became its assistant general manager, and from March 1, 1889, to April, 1892, he was general traffic manager.

NEW YORK, Dec. 18.—Daniel S. Lamont, who was in this city today, denied that there was any likelihood he would soon succeed Mr. Mellen as president of the Northern Pacific or that Mr. Mellen would become president of the Union Pacific. He said: "Mr. Mellen is going to stay, to the satisfaction of all concerned." Mr. Lamont denied that there had been any friction between himself and Mr. Mellen.

ALL OPPOSE THE POOLING BILL.

Local Jobbers Unite in Expressions Against the Measure.

Some days ago Secretary Utt of the Commercial club sent out letters to the local jobbers and shippers, asking them their opinions regarding the pooling bill now before congress. The object of this action is to bring the sentiment of the city to bear upon congress before the bill comes up for action.

The answers to the request are already commencing to come in and they are inverviably against the bill. It is expected that the big majority of shippers in Omaha will be opposed to it. The Kansas City and St. Joseph interests are favorable and the railroad commissioners of one of those cities have gone to Washington to urge the bill's passage. Railroad conditions of Omaha and these two Missouri river cities are decidedly different, however, and the local jobbers therefore can see no good in the passage of the bill, which would destroy competition in freight rates between the different lines.

Rear End Collision.

The Union Pacific's "Overland Limited" train had a little brush with a freight train at Laramie yesterday morning. A stockman, a passenger in the caboose of the freight train, was slightly injured, and the locomotive of the fast passenger train had some of its paint and fine burnishing marred. Both trains were bound westward. The freight train was pulling into a switch from the main track, when the "Overland Limited" came along. The freight train did not quite get into the clear, and as a result the locomotive of the passenger train crashed into the rear end of the freight. None of the train hands of either freight or passenger were hurt, and the damage to the rolling stock was not great.

Eastbound Freight Shipments.

CHICAGO, Dec. 18.—Eastbound freight shipments for the week ending December 16 amounted to 82,728 tons, divided among the different roads as follows: Michigan Central, 8,789 tons; Wabash, 19,435; Lake Shore & Michigan Southern, 9,320; Pittsburg, Fort Wayne & Chicago, 15,689; Pittsburg, Cincinnati, Chicago & St. Louis, 11,290; Baltimore & Ohio, 6,862; Chicago & Grand Trunk, 3,709; New York, Chicago & St. Louis, 7,251; Chicago & Erie, 7,429; Cleveland, Cincinnati, Chicago & St. Louis, 3,904. The lake lines carried 33,706 tons.

Reduced Rates to Stock Growers.

DENVER, Dec. 18.—General Passenger Agent S. K. Hooper of the Denver & Rio Grande road, B. L. Winchell of the Union Pacific, Denver & Gulf and W. S. Bailey of the Colorado Midland propose sending to the eastern passenger agents, who will meet next Tuesday in St. Louis, a formal request to make a reduction of passenger rates from eastern points for the national stock growers' convention to be held in this city next month.

Railway Notes and Gossip.

Superintendent Gibson of the Milwaukee is in town.

The Santa Fe has laid this year 67,000 tons of steel rails.

The Illinois Central recently placed an order for 2,000 box and coal cars.

Traveling Passenger Agent Thompson of the Canadian Pacific is in the city.

The Santa Fe shops at Topeka have an order for eight new baggage cars sixty feet long and without platforms and no end doors.

Charles O. Scull has resigned from the position of general passenger agent of the Pittsburg & Western, and will, it is said, become the head of the passenger department of an eastern road.

There is some talk that the Erie intends to branch out as one of the standard lines, and is now building new equipment with a view of inaugurating a twenty-six hour schedule between New York City and Chicago.

The Brooks locomotive works has just turned out the largest locomotive in the world. It is a twelve-wheel freight engine, made for the Great Northern railroad. Its cylinders are twenty-one inches in diameter, and its boiler seventy-eight inches. Its height to the top of the stack is fifteen feet six inches. It weighs 210,000 pounds.

There will be a general meeting of the passenger representatives of all western lines at St. Louis on Tuesday, December 21. The call for the meeting includes the following subjects that will be considered: Homeseekers' excursions for 1898, reduced rates for stock growers' convention at Denver, January 25-27 and for the spring meeting of the merchants' and travelers' associations in western cities.

The Canadian Pacific has had under consideration at its Montreal shops for some time several new sleeping cars for their transcontinental trains. The first one turned out is known as a compartment or stateroom car. The interior is divided into six staterooms, two single and four en suite, a smoking and observation room at one end, and a baggage room for the use of the occupants of the car at the other.

The Burlington has been compelled to take a hand in a queer fight between some of its passengers and the merchants in the towns along its line in Illinois. It has become the practice of a number of traveling grocerymen to sell to the people at wholesale rates. The peddlers pass through the towns, take orders and set a certain date on which the buyers must go to the depots and get their orders from a car standing on a sidetrack or from a stock piled up on the platform. As was to be expected, the local grocerymen set up a vigorous howl all along the line and the railroad officials have notified their agents that they must not allow such peddlers to make any such use of their platforms, buildings or sidetracks. The sellers, having no rent to pay, can afford to undersell the town merchants, and trouble began brewing and assumed such proportions that the company was forced to act.

THURSTON RIFLES ANNIVERSARY.

Four Years Since the Company Was First Organized.

A well attended reunion of Thurston Rifles, past and present, assembled last night to observe the fourth anniversary of the company's organization. The evening was spent in a rehearsal of honors won and good times enjoyed during the last four years. Toasts were proposed and responded to and speeches appropriate to the occasion were made. Musical numbers were also given by different members. Fred S. McCullough of the McCarthy Rifles, Little Rock, Ark., was a guest of the company and responded to the toast, "I'm Twenty-three and Five Foot Nine; I'll Gang and Be a Soldier." The formal observance of the occasion had taken place on last Monday night when the new dress uniforms were introduced.

Although they had existed for some time in a partially organized state, the Rifles were first officered and christened in honor of John M. Thurston on December 18, 1893. The membership began with sixty-five men and their official title became company L, First infantry, Nebraska National Guard. The first officers were Captain Arthur H. Scarff, First Lieutenant William J. Foye and Second Lieutenant John H. Johnson. Quarters were taken at 1510 Harney street and the company settled down to the routine of bi-weekly drills. The first public parade drill was given in May, 1894, when the company was presented with a large silk flag. Shortly afterward the Rifles won the first laurels in a competitive drill with the Omaha Guards. During the same summer also the company did good service in militia duty during the strike at South Omaha.

In May, 1895, the victory occurred which gave the company a national prominence. A hard and continuous course of training was taken up under the direction of Captain Scarff for the national competitive drill at Memphis, Tenn. Nearly the full company attended this peaceful invasion of the south, accompanied by its chaplain, Rev. S. Wright Butler, and its coach, Lieutenant F. T. Van Liew, Second United States infantry. They came out of the tournament the national champions with the following trophies to their credit: First prize of $1,000 (for companies which had never before taken part in a national drill, second prize of $500 for companies which had never won a prize in an interstate drill; the discipline prize of $300, the $75 prize for individual excellence by Private Harold Williams, and greatest of all, the first prize in the free-for-all competition of $3,000, together with the Galveston cup, the mark of the best drilled company of the United States.

Shortly after their arrival home the rifles opened their new armory at Seventeenth and Douglas streets, which occupies the whole of the second floor. It consists of a large drill hall, which is also used for dancing. In the front are the large parlors and reading rooms, which are handsomely furnished and have come to be regarded by the rifles as their second home. The dances given in these rooms are well known socially and are always largely attended. At the celebration of the third anniversary one year ago twenty-three members received their discharge papers after three years' faithful service. In other lines the company has also gained prominence and has a glee, banjo and mandolin club as well as a formidable foot ball eleven.

The national competition at Memphis was attended from July 14 to 21, 1897, and the company made a good record although results were not in all respects satisfactory. The prizes for individual excellence were won by Sergeant Joel Stebbins and Private C. M. Richards, and the company lays its failure to obtain the more important trophies to pool room interests. Just now the company is without a captain and the vacancy will be filled at the meeting tomorrow night, when it is thought that Wallace Taylor will probably receive the honor.

Charge Another Murder to Hoeff.

SAN JOSE, Cal., Dec. 18.—The police of this city express the belief that Albert Hoeff, held by the police of San Francisco for the murder of Mrs. Mary Clute, is the murderer of Miss Emma Hawkes, a woman of the half world, who was found with her throat cut, April 12, 1896. The description of the man last seen in her company tallies well with that of Hoeff.

NINE OUT OF TEN

Suffer from Catarrh in Some Form—Cure Yourself by a Safe, Reliable Medicine.

It is estimated by eminent authorities that nine out of every ten suffer from Catarrh in some form. Although so common a disease there is no complaint so generally misunderstood and ill treated. People suffering from Catarrh too often times employ the wrong treatment and make matters worse by using such remedies as washes, salves, snuffs, inhalers, etc.

Catarrh is a constitutional disease and requires constitutional treatment. The only way to eliminate Catarrh is to get at the real seat of the disease, and there is no remedy so peculiarly adapted to its cure as Gauss' Catarrh Tablets.

Gauss' Catarrh Tablets are taken internally and will positively cure any case of Catarrh, no matter where located or of how long standing, because they contain all the requisites essential to restoring the inflamed membranes and mucous surfaces to their healthy state and to carry all purlform matter through the natural outlets.

Gauss' Catarrh Tablets is not a secret patent medicine for the cure of every disease of the human organism, but a scientific combination of the purest drugs prescribed and recommended by one of the foremost graduates of the University of Michigan for the cure of all forms of Catarrh.

The great advantage of Gauss' Catarrh Tablets, is that, being neatly put up in tablet form, they can be taken at any time and place without inconvenience. No bottle, spoon, syringe, or inhaler, to carry about when traveling.

All druggists sell Gauss, Catarrh Tablets; or they will be sent postpaid to any point upon receipts of price, 50c.

Our little book fully explaining the causes, symptoms, and treatment of Catarrh, will be sent to any address for the asking. Address,

C. E. GAUSS, Marshall, Mich.

TRAIN GOES INTO A DITCH

Northwestern Limited Derailed in the Early Morning Hours.

ACCIDENT OCCURS AT VAIL, IA., STATION

Seven Cars Leave the Track and Roll Over on the Prairie—Nineteen Persons Are Hurt, None Seriously.

DENISON, Ia., Dec. 18.—(Special Telegram.)—The Northwestern overland limited met with a serious accident at Vail, Ia., this morning at 5 o'clock, caused by a mail sack striking the switch standard and breaking it below the lock. The passing of the train loosened the switch. The engine and two mail cars stayed on the track, but the other seven cars left the track and were overturned. They consisted of a combination baggage and smoker, three sleepers, two tourist and one chair car. About eighty passengers were on board. Nineteen were injured, but none seriously. The wreck is a costly one, as the train was the finest run on the Northwestern main line and the sleeping cars are badly smashed. Fire broke out in the baggage car, but was extinguished. Hon. J. S. Dewell of Missouri Valley received a bad scalp wound. Lieutenant Governor-elect Milliman left the train at Carroll and thus missed the accident.

The names of the injured are:

Rev. Z. T. Cunnel, Spring City, Utah.
A. C. Ernellette, Stockman, South Dakota.
James Twiner, news agent, Cedar Rapids, Ia.
I. Flynn, Northwestern roadmaster.
Barney Gordon, San Francisco.
D. B. Howells, Creston, Ia.
J. B. Berry, Omaha, chief engineer of the Fremont, Elkhorn & Missouri Valley railway.
C. H. Folsom, merchant, Plainview, Neb.
S. C. Harney, Chicago.
Miss L. M. Gallaway, Neligh, Neb.
S. L. Bunnell, Spring City, Utah.
J. F. F. Douns, Ephraim City, Utah.
William Faulkner, florist, Omaha.
R. A. Davies, Fremont, Neb.
W. R. Williams, Blair, Neb.
Conductor W. B. Parkin.
Brakeman G. L. Wheeler.
J. W. Barbee, porter.

Traffic was delayed about six hours, when a relief train took the passengers to Omaha.

The special train carrying the passengers on the wrecked train arrived in Omaha at 1:35 p. m. None of the injured were so badly hurt but that they could step from the train, and with assistance walk to carriages. They were met at the union depot by General Manager Bidwell of the Elkhorn, General Agent Kuhn and City Passenger Agent West of the Northwestern, who looked after their comfort.

Walter J. Colvin, agent of the New York Despatch Refrigerator line and the National Despatch Fast Freight line, whose offices are in this city, was one of the passengers on the wrecked train. He crawled out through the top of the car, after the wreck, and walked to the station, some distance away, in his bare feet. He was injured about the back and shoulders.

The accident occurred just before 6 o'clock yesterday morning. It was then quite dark and none of the passengers had arisen from their berths and a number were tumbled out into the aisle. As soon as they could get out through the top of the car, they made their way to the station, where the clothing they had left in the cars in their flight was restored to them.

The train contained some of the finest cars of the Northwestern-Union Pacific combination. They were the Wagner sleeper "Dexter," from Chicago to Salt Lake City; the Pullman sleeper "Laramie," Chicago to San Francisco; a handsome combination baggage and library car, a coach and a Pullman tourist sleeping car.

The Union Pacific held its "Overland Limited" train until the arrival of the passengers from the wrecked train in this city. The Union Pacific connection left for the west at 1:45 p. m. An entirely new train of through sleepers, both first and second class, and combination car was made up in the Council Bluffs yard during the morning, and as soon as the passengers arrived from Vail this train was sent westward in place of the one that was wrecked.

The operating department of the Union Pacific is making special effort to hurry the delayed train across the transmissouri country in remarkably fast time. The train left Omaha yesterday afternoon nearly six hours late, and passed North Platte about four hours late. It expects to go into Ogden, Utah, on time after having made up the six hours lost time, in addition to a fast running schedule.

AMONG THE COLORED CITIZENS.

On account of Mr. Armour's liberality in giving colored men employment, both in Chicago and Kansas City, quite a number are expecting good jobs as soon as the Armour packing house is opened at South Omaha. The Magic City has for some time given considerable employment to colored men. M. F. Singleton is among the latest to take up employment with the packing companies. He is in the service of the Cudahy Packing company, and is so well satisfied with his position that he says he has forsaken politics for a season. An effort is also being made to man the new hotel addition to the Stock Yards Exchange building with colored help, and there are some indications of success.

Contractor Moore, who is working the colored artisans on the government building, has agreed to the eight hour scale. The labor unions of the city were somewhat exercised lest these men should be worked in violation of the eight hour system. The number of colored men employed on this building has been increased to fifteen.

Several energetic men are seriously considering the proposition of establishing an exposition hotel. Their final determination will be influenced largely by the extent to which the exposition management advertises the exposition among the colored people of the Missouri valley and the surrounding territory.

An exposition choral society is one of the things that is now claiming the attention of several of the music loving people. There is said to be ample material in Omaha to effect such an organization and the promoters of the scheme are much encouraged by the prospect.

The committee appointed by the mass meeting called under the auspices of the Epworth League of St. John's African Methodist Episcopal church to confer with the exposition management concerning the establishment of a bureau of information, has had one conference with the exposition officials, but nothing of the outcome will be given for publication until after a second conference, which will be held in a few days.

Frank Waring, assistant manager of the Tennesseans, was a visitor in Omaha last Sunday. His company played an engagement in Council Bluffs last Monday night.

The Sumner club held an interesting session last Tuesday evening. It took initial steps looking toward the due observance of Sumner's birthday, which falls on March 11. The members decided upon a plan to participate in the entertainment of exposition visitors. At the future regular meetings of the club a series of papers on subjects of especial interest to the negro will be read. At the next meeting, which occurs the second Tuesday in January, John W. Long and A. W. Parker will read papers on the subject, "Is the Negro in Politics a Failure?"

The conference of delegates from the various colored organizations in the city, looking to the call of a national conference of colored men and women, was in every way a success. It was held last Thursday evening in the guild rooms of St. Philip's church, and notwithstanding the cold and stormy weather there was a good attendance of delegates. A committee of one delegate from each organization was appointed to draft the call. The following is the committee: St. Philip's church, Mrs. Ella L. Mahammitt; St. Philip's Sunday school, Rev. John Albert Williams; Bishop Worthington lyceum, E. R. Overall; Epworth league, G. F. Franklin; St. John's African Methodist Episcopal church, J. C. Parker; St. John's Sunday school, H. V. Plummer; North Omaha Woman's club, Mrs. Mary Scott; Woman's Improvement club, Mrs. S. Lillian Coleman; Progressive club, Mrs. M. L. Wilson; Sumner club, George E. Collins; Acacia lodge, H. K. Hilton. The committee will report back to the conference Thursday evening, January 6, 1898.

The Progressive club gave a very pleasant entertainment last Thursday evening at St. John's African Methodist Episcopal church. The program consisted of instrumental and vocal music and reading, and concluded with a comical farce, entitled "The Mouse Trap." Every number was well rendered. Miss Cora Granby maintained her high standing as a pianist and Miss Jessie Merriam showed herself a reader of no mean ability, while Mrs. Alphonso Wilson exhibited the fact that she possesses the genius of a skillful elocutionist. "The Mouse Trap" was a side-splitter and it elicited vociferous and prolonged applause. The entertainment was a success from every point of view and was gotten up under the direction of Mrs. Alphonso Wilson, the president of the club.

The Woman's Improvement club held a business and social session last Wednesday afternoon at the residence of Mrs. Ella L. Mahammitt. There were several visitors present who listened to a delightful program rendered by the members. Mrs. S. Lillian Coleman, the president of this club, was a delegate from her club to the National Federation of Women's Clubs, which met at Nashville last summer, and she now occupies the official position of organizer for the state of Nebraska.

A. D. White announces that on New Year's eve he will have a Christmas tree and presents for the Sunday school children of the Methodist, Baptist and Episcopal churches at his own expense.

Henry Graham and Miss Julia Thompson were united in marriage on last Wednesday evening. They will reside at the residence of the bride's parents.

There will be a public installation of officers of Household of Ruth, No. 549, January 13. This organization, composed of about a dozen women, has over $60 in the treasury as a result of the year's work.

The little daughter of Mrs. William Wade of this city died of a fever while they were visiting a sick relative in Hastings.

ENORMOUS PURCHASES OF WHEAT.

Bull Clique Takes In All That is Offered.

CHICAGO, Dec. 18.—Despite predictions that this would be a day full of surprises on the Board of Trade, the bull clique, headed by Joseph Leiter, had smooth sailing apparently and seems to have proved itself capable of doing what it promised. It took the 1,000,000 or more bushels of wheat delivered to it yesterday, and today the deliveries amounted to 1,250,000 bushels more. But the price held firm. The promised storm today was predicted because Armour had begun unloading some of his enormous holdings yesterday. It was feared there would be a tremendous rush today to dump all the wheat in Chicago into the lap of the syndicate, but the result proved this prophesy wrong.

The Journal says: "With the 1,250,000 bushels delivered today the Leiter crowd have 8,000,000 bushels of wheat in their possession, acquired this week. How much more the syndicate has bought 'long' is not known, but it may be as much as 8,000,000 or 9,000,000 bushels. The amount, however, is probably only 5,000,000 or 6,000,000 at the outside.

"As December draws to a close, it grows more and more probable the Leiter clique meant what it said when it announced that it wanted the wheat, and was not in the market for the purpose of 'cornering' the cereal.

"It appears now that Joseph Leiter and those with him in the deal have arranged for all the money they need to pay for the enormous lot of wheat that will be delivered to them in all probability. It is said that at least $6,000,000 was on deposit in various banks in this city to the credit of the December wheat clique for the purpose of paying for the wheat to be delivered to them."

Upholsterers' Ball.

The seventh annual ball of the upholsterers and mattress makers was given at Creighton hall last night. The dancers were in costume and a large number of well conceived disguises were present. Prizes had been offered for excellence in dress and appearance along certain lines. A number of the dancers were gowned in costumes symbolical of The Bee and a prize was awarded to Mrs. M. L. Saur for a well executed make-up of this sort. Her white ball gown was alliterated with large black letters forming "The Bee," and a large hat was ornamented with the same title. Other prizes were taken by Mrs. Gruning, Mrs. Huntington and Charles Gaches. About 400 people were present during the evening.

Dubois Opposes Annexation.

BLACKFOOT, Idaho, Dec. 18.—Ex-Senator Dubois, who is just back from the Orient, lectured here last night on Hawaii. He took very strong grounds against annexation, asserting that Daniel Webster as secretary of state and President Tyler in 1842 not only recognized the independence of Hawaii, but insisted in the strongest terms that the United States should not attempt in any way to control that government and stated that this government would protest vigorously against the attempt of any other nation to do so.

Manufacturing Firm in Trouble.

CLEVELAND, Dec. 18.—The insolvency court has appointed E. K. Wilcox receiver for the Berner-Mayer company, extensive manufacturers of beer faucets, with branch houses in London, New York, Chicago and other cities. No statement of assets and liabilities has as yet been filed.

Will Build No Ship Yard at Seattle.

PHILADELPHIA, Dec. 18.—Charles H. Cramp, the head of the William Cramp & Sons ship and engine building company, said today that there was absolutely no foundation for the published statement that the company contemplated constructing a shipbuilding plant at Seattle.

Charged with Larceny.

John Milliken was invited into the house of Savannah Reed, near Twelfth and Douglas streets, last night, where he claims the colored woman went through his pockets and took $70. The woman was arrested.

PERSONAL PARAGRAPHS.

H. C. Welch of Beatrice is in Omaha.

A. J. Sawyer of Lincoln is a Millard guest.

T. G. Watterman of St. Louis is at the Millard.

John H. McCarty and wife of New York are at the Millard.

F. L. Joy, auditor of the Elkhorn, is a visitor to the city.

Vincent de Messing of Chicago is registered at the Millard.

Mrs. Mary Fitzgerald and daughter of Lincoln were in the city yesterday.

W. A. Holey, George Stein and W. M. Jennings are Chicago arrivals registered at the Barker.

C. T. Bradford of St. Paul, connected with the Chicago, St. Paul, Minneapolis & Omaha road, was in the city yesterday.

Kittle C. Wilkins, the well known Idaho horsewoman who has been in the city several days, has gone to St. Louis.

Henry T. Clarke, jr., arrived in the city last night from Ann Arbor, where he is attending the law school. He will spend the holidays in Omaha.

At the Millard: Stuart St. Clair, St. Louis; W. N. Lampton, Denver; P. B. Doddridge, St. Louis; J. R. Hollister, Chicago; C. T. Bradford, St. Paul; H. C. Welch, Beatrice; W. S. Harding, Nebraska City; Master Ferguson, Chicago.

Nebraskans at the hotels: Ed Fitzgerald, L. L. Atwood, Plattsmouth; J. H. Fair, Norfolk; G. W. Simpson, Wahoo; O. B. Manville, Tilden; G. R. Benson, Mrs. T. R. Allen, H. L. McMeans and wife, Grand Island; Mrs. J. A. Kirkpatrick, Fairbury; W. H. Westover, C. Patterson, Rushville; S. P. VanWickle, York; H. L. Cook, St. Paul.

John McClaren, Miss E. McLaren, Sargent; M. J. Walsh, North Platte; C. G. Keller, Gibbon; A. G. Keim, Beatrice; George Beaucom, Memphis; Miss Mae Lessing, Lincoln; Miss Kittie Kessler, Miss L. Hobbins, Lincoln; M. H. Melcher, Fremont; F. W. Taylor, J. H. Erford, Lincoln; W. M. Dame, Fremont, are state arrivals spending Sunday at the Barker.

T. P. CARTWRIGHT & CO

HAVE A WORD TO SAY ABOUT

USEFUL CHRISTMAS GIFTS.

Shoes and Slippers—No matter how many old pair of shoes or slippers your wife—your husband—your children—or your friends may have—new ones are always acceptable—and what could be better for a Christmas gift? The giver is sure of being remembered long after Christmas.

Shoes and Slippers for Men.

Men's Embroidered Slippers $1.00
Men's black and tan goat opera Slippers $1.50
Men's fine opera turned slippers, leather lined, in all kinds of toes $2.00
Men's black and tan Romeo Slippers, needle, opera and common sense toes, $2.50 and $3.00
Men's Patent Leather Dancing Pumps and Kid Oxfords, for ball room wear, $2.00, $2.50 and $3.00
An endless variety of men's fine warm winter shoes, in black and tan and all the popular shapes and heft of soles found anywhere in the market, at $2.50, $3.00, $3.50, $4.00 and $5.00

Slippers for Women.

Ladies' nice wool lined Knit Slippers, leather sole, very flexible and soft and comfortable, in red, black, brown and blue $1.50
Ladies' felt Slippers at 75c and....$1.00
Ladies' felt Romeos, fur trimmed, in black and colors.....$1.50
Ladies' Strap Glaces in all the delicate colors, for party and dress wear, corn, nile, pink and blue $2.50

A full line of Skating and Tobogganing Shoes at popular prices.

Shoes for Women.

Ladies' fancy black strap dress shoes—most extensive assortment of nice dressy slippers at $2.00, $2.50, $3.00, $3.50 and $4.00 ever shown, in all kid and passementerie ornaments; patent leather vamps, all patent leather, with inserted cloth top, and all patent leathers with jet ornaments—Nothing will please a lady so much as a nice pair of slippers. You know that we might go on here for an hour to tell you about seasonable footwear, in all the leading toes and styles, and at all sorts of prices, but what's the use? You know we have the goods.

T. P. CARTWRIGHT & CO., Cor. 16th and Douglas Sts.

TESTING THE EYES.

Few people realize the importance of scientific instruments for testing the eyes. Of course instruments do not make the scientific optician or oculist. But all things being equal, is it not wise to seek the assistance of a man who has at least the necessary apparatus for carrying on this business in a skillful and intelligent manner? To be sure, there have been men in the past in this profession who had but few of the appliances so generally in use now by the skillful specialist, but like all other science this has received its share of attention, and the perfection that instruments for this work have attained is something only short of marvelous. It is comparatively few years since an examination of the interior of the eye has become possible, and all troubles which did not yield to local application or the ordinary glasses were pronounced by the specialist as being incurable, and there was nothing to do but await the certain fate of becoming blind (which was the common lot of a large per cent of aged people). But how different is this now with instruments which are now in use by all competent opticians. The interior of the eye is as plainly visible as looking through a window of a brightly lighted room. And by the timely assistance of properly adjusted glasses many a trouble which in time becomes serious can be averted. Particularly is this true of school children, who may be delicate in constitution and very studious by disposition, who are not content to use their eyes in school, but pore over their books night after night, until nature rebels and they complain of not being able to see or of a headache. Do not make the common mistake, which has been the cause of so much trouble and prejudice against glasses, of thinking that procuring proper glasses is a simple matter. You cannot have your eyes fitted as you can a pair of gloves or shoes, as the fit of the first pair of glasses means a great deal to your future. And a misfitted pair of glasses for a child may mean that they will become a slave to glasses for the remainder of their life. While on the other hand, properly fitted glasses may entirely right some temporary trouble, so that the child may outgrow all the bad effects of having strained their eyes, and be able to dispense with glasses entirely in after life. Give this matter due consideration and do not be too hasty in a matter of such importance. We have been to great expense in having instruments made especially for our work, and have spared neither time nor trouble to procure all instruments known to our specialty. And to those who have been unable to take advantage of our offer to examine children's eyes on Wednesdays and Saturdays free of charge, we still hold the offer open, and when we say this is free, we mean it in every sense of the word. For we are doing this for the children who are dependant on their elders, in this matter, and knowing the prejudice which exists against seeing a child wear glasses, we wish to demonstrate the necessity of proper assistance to assist children in their school work. All children must be accompanied by parents.

DRS. SEYMOUR & DAILY,
413-14 Karbach Block,
Corner 15th and Douglas Sts.

DEATH OF WASHINGTON HESING.

Well Known German Editor Victim of Heart Disease.

CHICAGO, Dec. 18.—Washington Hesing, proprietor of the Illinois Staats Zeitung, one of the leading German papers of the northwest, and postmaster of Chicago during the last term of President Cleveland, died suddenly this afternoon of heart disease at his home on Michigan avenue. Washington Hesing was born at Cincinnati May 14, 1849. He was the son of Anton C. Hesing. Up to 1861 he attended the city schools of Chicago, his father having removed to this city in 1854. In 1866 he entered the examinations at Harvard university, but failed to pass. Without sending any word to his parents he at once took the examination for entrance to Yale, and was admitted, graduating with a degree. The year following his graduation he entered the University of Berlin and took a special course in political economy and German literature. In 1872 he began active work on the Staats Zeitung, of which his father was the proprietor, and in a few years after became the managing editor of the paper. In 1893 he sought the nomination for mayor of Chicago, but was defeated by the elder Carter Harrison. In 1894 he was appointed postmaster of the city by President Cleveland and held this office until early in the spring of 1897, when he resigned to accept the independent nomination for mayor, but was defeated in the contest following.

PHILADELPHIA, Dec. 18.—Rev. Sidney Corbett, formerly pastor of the Protestant Episcopal Church of the Transfiguration, died suddenly last night at his home of heart disease. He was 70 years old. In 1880 he accepted the call of St. Thomas church, Battle Creek, Mich. Four years later he was called to the Church of the Transfiguration and was its active pastor until 1885, when he resigned.

FLORENCE, Dec. 18.—Marquis Alfiri di Sostegno, senator, a nephew of Cavour, the great Italian statesman and father-in-law of the Marquis Visconti-Venosta, minister for foreign affairs, is dead. He was born in 1827.

COLUMBUS, Neb., Dec. 17.—(Special.)—M. J. Drummond died suddenly at his home in this city early this morning from heart trouble. Mr. Drummond was about 50 years of age and had been ill for about three months. He had lived in this city for about ten years. He leaves a widow and five children.

HUMBOLDT, Neb., Dec. 17.—(Special.)—Samuel Till, who has resided in this vicinity for a number of years, died Wednesday night at the residence of Joseph Cornelius. He was about 65 years of age. He leaves a wife and several grown children.

DAKOTA CITY, Neb., Dec. 18.—(Special.)—Mrs. Anthony J. Myers and Moses Kreps, two pioneer residents of Dakota county, passed to the great beyond during the last week. Mrs. Myers came to this county with her husband in the spring of 1858 and has since remained here on a beautiful farm eight miles southwest of this place. She was a woman of many virtues and her kind hospitality toward the early settlers will always be remembered. Besides her husband, she leaves nine children—John F., of Pender, Neb., Miss Mary of Sioux City, Ia., and William George; Mrs. Charles Ford, Mrs. J. P. Twohig, Mrs. Joseph Geisler and Miss Helen of this county. Mrs. Myers has been a great sufferer for a couple of years back, which unbalanced her mind. The funeral was held from the Catholic church at Hubbard today, attended by a large gathering of old friends, some of whom for forty years had been her friends and companions.

The death of Moses Kreps occurred at the home of his nephew in Page county, Iowa, on the 10th inst. from heart failure. Mr. Kreps had been visiting relatives in Iowa this winter, and while there he became deranged and had to be placed in an asylum, but later was removed to the home where he died. Mr. Kreps was about 69 years old, a bachelor and considered very wealthy. He came to this county in 1855 and followed farming until a few years ago, when he retired and took up his residence at this place.

FALLS CITY, Neb., Dec. 18.—(Special.)—J. C. Wylie died at his home in this city Friday evening of consumption. He leaves a wife and three children. The deceased was a member of the Ancient Order of United Workmen and Odd Fellows' lodges. The funeral will be held Sunday afternoon.

DUBUQUE, Ia., Dec. 18.—(Special Telegram.)—Captain Alfred Hobbs died today. He was born in London fifty-seven years ago. In 1868 the late Judge Love appointed him United States commissioner at Dubuque, which position he held until this year. Lupus of the face, which had been growing for years, caused his death.

FIND THE INDIANS RESPONSIBLE.

Colorado Commission Completely Exonerates the Game Wardens.

DENVER, Dec. 18.—Messrs. D. C. Beaman, Joshua Walbridge and Charles E. Webb, the commission appointed by Governor Adams to investigate the recent Indian troubles in the vicinity of Lily Park, filed their report with the governor this afternoon. The report is an almost complete vindication of the game wardens and shows that the Indians were alone responsible for the bloody conflict in Routt county last month in which several of their number were killed.

The finding of the commission is that the Indians were the aggressors. The Indians, who had been slaughtering game promiscuously, according to the testimony, for several weeks, heard that the wardens were looking for them, and at once dropped their game and proceeded after the wardens. They told the settlers that they wanted to fight the "buckskin police."

The report says in substance, that had not Warden Wilcox and his deputies assembled at Thompson's ranch during the night previous to the fight and dropped down in the camp the next day before the Indians were aware of their presence the wardens would have met with disaster at the hands of the Utes and the story of the conflict would have been that the whites, instead of the Indians, had been killed. Warden Wilcox and the men under him are commended in the report for their bravery, and the manner in which they protected the rights of the settlers and upheld the laws and dignity of the state.

Missionary Day Dies on the Sea.

NEW YORK, Dec. 18.—The Cunard line steamer Lucania arrived from Liverpool, after a very stormy passage. There was one death on board, in the saloon, during the voyage—Dr. David A. Day, a missionary of the German Lutheran synod, who embarked in a critical condition, suffering from fever. Dr. Day grew gradually weaker and died yesterday morning. The body was brought to port. Dr. Day's home is in Chester county, Pennsylvania.

BIG—

And small men alike are faced at times with troubles. The hope that there is left sometimes seem small. But be sure that there is HOPE. You may think not! But you are not a good judge. Do you want some proof of this fact? The act of showing you how wrong you are is only done in your own interest. You are weak. You are nervous. You are afraid of your own shadow. Will you be strong? Will you be full of vim and fire? Will you be fit to meet any man on earth in the street and look him plainly in the eye? You CAN, if you will. You must make one effort, though. Is it too much trouble for you to ask what "Hudyan" has done for a few thousand people? Is it asking you too much to put out your hand to save your own life? There are times when the case is hopeless. But there never is a time that a case is hopeless until it has been treated with "Hudyan." This is the plain truth. It is plain talk; it is meant only for good, sensible, plain

—MEN

The Hudson Medical Institute is at the junction of Market, Stockton and Ellis streets. Medical advice is free. Testimony as to the immense amount of good that "Hudyan" has done is to be had for the asking. And any other reasonable service is to be had. If you have a suspicion that there is blood taint in your system it won't cost you anything to write for "30-day blood cure" circulars. The cure is sure. The cure is prompt.