PASSES BANKRUPTCY BILL

Accepts Henderson Substitute for the Senate Measure.

INVOLUNTARY FEATURE IS RETAINED

Twenty-Three Republicans Vote Against it and Twelve Democrats for It, the Bill Passing by 158 to 124.

WASHINGTON, Feb. 19.—After four days of consideration the house today passed the bankruptcy bill, reported by the house committee on judiciary as a substitute for the Nelson bill passed by the senate at the extra session last summer. The bill is known as the Henderson bill and contains both voluntary and involuntary features. It is considered less drastic than the measure passed by the last house by a vote of 157 to 87. The involuntary feature, however, had but 16 majority. Today a motion to strike out the involuntary feature was defeated by a majority of 19, and the bill was passed by a majority of 34, the vote standing: Ayes, 158; nays, 124. Eighteen republicans voted against the bill and twelve democrats for it. The populists, with one exception, voted against it.

Today the bill was read for amendment under the five-minute rule. Under the order made the final vote was to be taken at 4 o'clock this afternoon.

Mr. Bailey sought to secure an arrangement by which the house could have an opportunity to vote on the Nelson bill before voting on the house substitute, but he failed.

An arrangement was effected, however, that the first vote taken at 4 o'clock should be on Mr. Underwood's series of amendments to strike out the involuntary features of the substitute.

During the consideration of a motion to strike out the section defining the terms used in the bill, one of which defined an "insolvent" as one whose property at a fair valuation was not sufficient to pay his debts, Mr. Bland (dem., Mo.) said the effect of this provision of the bill will be to declare over one-half of the business men of the country bankrupts.

LACEY IS AGAINST IT.

Mr. Lacey (rep., Ia.) said he could not give his support to the involuntary features of any bankruptcy law. (Democratic applause.)

The debate on this amendment proceeded in a desultory manner.

Mr. Bailey got the floor upon another unimportant amendment, and submitted briefly some observations defining his position. He was anxious, he said, as any member of the house to see an equitable bankruptcy law placed upon the statute books. But his anxiety would not lead him to vote for a measure which would injure the solvent more than it would benefit the insolvent.

Mr. Cannon (rep., Ill.) created some enthusiasm on the democratic side by announcing that he would refuse to support the bill.

Mr. Mahany (rep., N. Y.) offered an amendment limiting the operation of the act to two years from the date of its passage. Mr. Mahany said he would be glad to vote for the bill if this amendment were adopted, but he was opposed to putting into operation an indefinite law of this character.

The vote on the motion was taken by tellers, and the announcement that it had carried—132 to 129—was greeted with loud applause.

Mr. Henderson immediately moved to reconsider the vote and Mr. Bailey moved to lay that motion on the table.

The motion to lay on the table Mr. Henderson's motion to reconsider was lost, 146 to 156.

When this vote was announced the hour set for a vote, 4 o'clock, had passed.

RECONSIDERS ITS ACTION.

The motion to reconsider was put and carried without division and the vote was about to be taken again upon the Mahany amendment, when Mr. Dalzell made the point of order that the order under which the house was operating precluded any further action except upon the Underwood amendments, which, under arrangement, were to be voted upon at 4 o'clock.

This point of order the speaker sustained.

An interesting parliamentary struggle followed, in which Mr. Bailey, Mr. Williams (dem., Miss.) and the speaker took part, which finally resulted in the speaker's deciding that the house had reconsidered its action in regard to the Mahany amendment, and a vote upon it was now excluded by the order.

The Underwood amendments, which struck out the involuntary features of the bill, were then presented and voted on under the order of the house. The amendments were defeated—139 to 158.

The vote then came up on substituting the Henderson bill for the senate or Nelson bill and the motion prevailed—153 to 114.

Mr. Terry (dem., Ark.), the senior member of the judiciary committee, then moved to recommit the bill with instructions to strike out all the involuntary features except those for actual frauds.

The motion to recommit was lost.

Mr. Terry insisted upon an aye and nay vote for the final passage of the bill.

The bill was passed—158 to 124.

Mr. Henderson (rep., Ia.), Ray (rep., N. Y.) and Terry (dem., Ark.) were appointed conferees on the bill, and then, at 6:10 p. m., the house adjourned.

Millers Press Pure Food Bill.

WASHINGTON, Feb. 19.—A party of representatives of the milling interests of the country had a hearing today before the ways and means committee of the house on the Pearce bill to prevent adulteration of pure wheat flour with lower grain products without branding. They include Representative Pearce of Missouri, who explained his measure; Augustus Gallagher of St. Louis, secretary of the Southwestern Winter Wheat association; H. S. Kennedy of Minneapolis, secretary of the Spring Wheat Millers' association; J. J. Haushue of Lansing, Mich., secretary of Michigan Millers' association, and M. H. Davis of Shelby, O., president of the Winter Wheat league and chairman of the Millers' National association. Representative Pearce said the time had arrived when it was necessary for the lawmaking power of the government to interfere to protect the honesty of production and of dealing.

DR. WURTH'S OPINION

OF THE NEW DISCOVERY IN MEDICINE.

A Remarkably Successful Remedy for Dyspepsia, Indigestion and Stomach Troubles.

Dr. Wurth, in commenting on recent discoveries in medicine said: "There is none which is certain to be so valuable and far reaching in benefit as Stuart's Dyspepsia Tablets, the new stomach remedy; I say far reaching, because people little realize how important a sound stomach and vigorous digestion is to every man, woman and child.

Indigestion is the starting point of consumption, heart disease, Bright's disease, diabetes, nervous prostration, liver troubles; why is this so? Simply because every nerve, muscle and tissue in our bodies is created and nourished from the food we eat. If that food is, by reason of a weak stomach, compelled to lie for hours, a sour, fermenting mass of half-digested food, it poisons the blood and nervous system, creates gas which distends the stomach and bowels, causing pressure on the heart, lungs and other organs and seriously impeding their action.

He says further, the point to direct attention is not the nerves, nor heart, nor lungs, nor kidneys, but the stomach, the first cause of all the mischief.

The remedy to use for indigestion and weak stomachs is not some cathartic, but a remedy which will digest the food, increase the flow of gastric juice, absorb the gases, and Stuart's Dyspepsia Tablets will accomplish exactly this result in any case of stomach trouble, because these tablets are composed of the digestive acids, aseptic pepsin, Golden Seal and Bismuth, pleasant to taste, and not being a patent medicine, can be used by anyone with perfect safety. I believe Stuart's Dyspepsia Tablets will cure any form of indigestion and stomach trouble except cancer of stomach.

Full size packages of Stuart's Dyspepsia Tablets are sold by druggists at 50 cents. A book on stomach diseases, together with thousands of testimonials, will be sent by addressing Stuart Co., Marshall, Mich.

IMPORTANT LAND CASE DECIDED.

Commissioner's Ruling of Interest to South Dakotans.

WASHINGTON, Feb. 19.—(Special Telegram.)—The secretary of the interior today approved the decision of the land commissioner in the case of the State of South Dakota, in which state it is claimed that homestead entrymen on lands embraced in ceded portions of the Sisseton and Yankton Indian reservations, who commute their entries, should be required to pay $1.23 per acre for lands covered by such entries in addition to other payments required by law. The land office advised the state officials that each entryman of lands in the Sisseton and Wahpeton reservations must pay $2.50 for lands taken, in addition to the fee on double minimum land provided by law, and $3.75 an acre for lands entered on the Yankton reservation, which ruling was approved by the secretary.

Dr. L. A. Sheetz was today appointed on the Board of Examining Surgeons at Algona, Ia.; also Dr. D. V. Groesbeck on the board at Watertown, S. D.

Richard J. Blanche of Iowa was today appointed assistant inspector in the Bureau of Animal Industry at $1,200 per annum.

Judge A. S. Tibbetts of Lincoln is here and will make application before the United States supreme court for a writ of certiorari in the case of Buckstaff against Russell & Co. The case grows out of the refusal of Buckstaff to pay for machinery used in the Lincoln paper mill.

Pat O. Hawes of Omaha has arrived here. John F. and Gordon Clark of Omaha, who have been here on business, left for home tonight.

WOMAN SUFFRAGISTS ADJOURN.

Send Flowers for the Funeral of Miss Frances E. Willard.

WASHINGTON, Feb. 19.—This was the last day of the thirteenth annual convention of the National Woman's Suffrage association.

Ellen Powell Thompson submitted the report of the congressional committee in which the statement was made that within the last two hours not a small number of members of the house had said they were ready to vote for a woman's suffrage amendment when given an opportunity to do so.

Alice Stone Blackwell read the report of the committee on revision of the constitution and it was adopted. The changes were few and unimportant in character.

Mrs. Ida H. Harper was put in charge of the press bureau in New York.

A handsome wreath of southern leaves, lilies of the valley and violets, and containing miniatures of the prominent women of the association, will be sent to New York to be placed on the coffin of Frances E. Willard. A committee from the association to attend the funeral left for New York tonight.

Tonight Senator Teller and Senator Cannon of Utah made brief speeches. Senator Teller said that if the women were accorded the ballot they would study public questions and settle them aright. Senator Mason, who was present, announced he was an advocate of equal suffrage for women and would vote for the cause when opportunity should offer.

Pardoned by the President.

WASHINGTON, Feb. 19.—The president has granted pardons in the following cases: Marion Halderman of Arkansas, convicted of larceny. The only result of the pardon is a restoration to citizenship. Arthur D. Andrews of the Southern district of California, convicted in 1894 of violations of the postal laws and sentenced to three years in prison, and to pay a fine of $1,000. The pardon is granted on the ground that since his arrest Andrews has already served a longer term than the sentence imposed.

Jack Wilkinson of the Eastern district of Texas, convicted in 1896 of assault with intent to kill. The papers in the case show that the prisoner can live only a short time. This is also the basis for the pardon in the case of Joseph Allreed, the Eastern district of Missouri, who is under sentence for counterfeiting money, and also in the case of L. S. Whitfield of the Northern district of California, also convicted for passing counterfeit money.

Pardons were denied in the following cases: Herman Hausler of Kansas, embezzling letter from the mails; Charles Hubbard, Eastern district of Missouri, violation of the postal laws.

Patents to Western Inventors.

WASHINGTON, Feb. 19.—(Special.)—Patents were issued today as follows:

Nebraska—James V. Kenny, Lincoln, steam boiler.

Iowa—Miles Bateman and W. C. F. Zimmerman, Lone Tree, stump puller and grubbing machine; John F. Bredow, Davenport, aquatic swing or rocker; William J. Greene, automatic cut-out for electrical converters; Jennie C. Harrington, Ossian, clinical thermometer shield; William J. Kelly, Clinton, upholstering apparatus; John G. Lawrence, New Hampton, platen for typewriters; Calvin S. Page, Des Moines, chemical fire extinguisher; Reinert Thompson, Colesburg, oil can and support; Perry G. White, assigns one-half of patent on lawn mower to C. W. Perkins, Cedar Rapids; Oat Meal company, Muscatine, rolled oats and oatmeal.

South Dakota—George H. Marker, Sioux Falls, anti-rattler.

Wyoming—Joshua W. Latta, Sherman, castrating instrument.

Arbitrator Reserves Decision.

WASHINGTON, Feb. 19.—United States Minister Barrett at Bangkok has cabled the State department that the arbitrator in the Cheek case, Mr. Nicholas H. Hannan, British consul general, closed the arbitration on February 16, but has reserved his decision. The case involves the payment to the heirs of Dr. Cheek of several thousand dollars on account of the seizure by Siam of a vast stock of teak wood which had been collected for export under contract by the government.

Charged with Stealing Envelopes.

WASHINGTON, Feb. 19.—James Verser and Robert N. Mills, who were connected with the republican congressional committee during the late campaign, were arrested today on the charge of stealing 6,000,000 envelopes, the property of the committee, which were stored in the old Congressional Globe building. The envelopes were sold for waste paper at the rate of $1 per 1,000. Verser is from Virginia and Mills from Texas.

Doubt Reports of Disunion.

WASHINGTON, Feb. 19.—Senor Luis Corea, charge of the legation of the Greater Republic of Central America, today discredited New Orleans reports that Salvador had withdrawn from the union with Honduras and Nicaragua. All arrangements, he said, had been made for a congress in the spring to complete the union, and he had advices from the president of Salvador continuing his adhesion to the tripartite alliance.

Revenue Collections Increase.

WASHINGTON, Feb. 19.—The monthly statement of the government collection of internal revenue shows the total collections during January last amounted to $12,335,927, an increase over January, 1897, of $1,184,596. For the seven months ended January 31 last there was a decrease of $5,990, as compared with the same period last year.

Pertaining to Postoffices.

WASHINGTON, Feb. 19.—(Special Telegram.)—Charles W. Vogus was today appointed postmaster at Ethan, Davidson count, S. D., and Mrs. N. B. Keyes at Tie Siding, Albany county, Wyo.

Daily Treasury Statement.

WASHINGTON, Feb. 19.—Today's statement of the condition of the treasury shows: Available cash balance, $225,017,032; gold reserve, $166,913,395.

Dealer in Paints Assigns.

ST. LOUIS, Feb. 19.—Charles W. Barstow, dealer in paints, oils, naval stores, etc., today filed a chattel deed of trust to secure creditors to the amount of $100,000. Of this amount $84,000 is held by the Fourth National bank of this city.

SURPRISE FROM THE SANTA FE

One of the Southwestern Lines Drops Its Aggressive Mood.

ORIGINATOR DROPS THE BOYCOTT

Weakens When It Comes to the Pinch and Leaves Other Roads to Face the Port Arthur Route in Court.

The Port Arthur Route has won an important concession from the lines which are said to have declared a boycott against it. The Santa Fe has given up its share of the fight and it was the Santa Fe that was first and foremost in the war against the new southern line. Said a prominent Omaha freight man to The Bee: "If the Santa Fe could not do better than lay down in its boycott against the Pittsburg & Gulf railroad it won't take the other lines very long to follow suit."

The Santa Fe road has just notified the Southwestern Traffic association of its withdrawal of its notice of boycott against the Kansas City, Pittsburg & Gulf railroad. Up to date the officials of the Santa Fe have given no reason for their backward step. Among railroad men at St. Louis, Kansas City, as well as in Omaha, there is but one opinion, and that is that the Santa Fe preferred that some other line should fight the injunction proceedings against a boycott recently instituted in the federal courts by the officials of the Port Arthur Route. The action of the Santa Fe in backing down when the matter promised to come into the federal courts is no surprise to Omaha railroad men, for they thought Vice President Paul Morton of the Santa Fe was trying to run a big bluff from the very start of his boycott against the Kansas City, Pittsburg & Gulf railroad.

A representative of the latter line said to The Bee: "This looks like the beginning of the end, for there is one thing sure—if a strong line like the Santa Fe gets scared and withdraws its notice of boycott none of the weaker lines are going to have the nerve to continue the fight against the Port Arthur Route. The Santa Fe went into this boycott with the knowledge and consent of President Ripley and Vice President Paul Morton, and I should think they would feel proud at backing down now even before the matter is called up in the United States court. I rather thought they would stand by their attempted boycott until the courts had passed on the matter. But there is nothing like getting out from under a falling wall."

OTHER WAYS OF GETTING AT IT.

The assistant general freight agent of one of the biggest Omaha lines said: "So Paul Morton has lost his nerve. His backbone is supposed to be very strong, but it certainly has weakened on the boycott proposition. However, there is more than one way of killing a cat."

General Freight Agent Crosby of the B. & M. road said: "I have heard nothing confirming this news. In fact, I have never seen a copy of the so-called boycott notice. It should be remembered, however, that there are a number of precedents formed by the United States courts for a road's refusing divisions with any other line that comes along. Because a road has certain divisions with another road on a certain line of traffic is no argument that it has to extend the same divisions to every other line that seeks it. The question of divisions is entirely different from that of rates. A road cannot give a rate to one shipper, and refuse it to another, but it is not bound to take into partnership with it every railroad that seeks that partnership. A recent case in the federal court at New Orleans decided that. Take one of our local wholesale firms. Because it takes one man into partnership, does it have to take in every one that comes along and asks to be taken into partnership? This question is much the same."

Before the Santa Fe dropped its boycott the Rock Island officials also appeared quite confident that the boycott would accomplish the results desired.

"We are not trying to ruin the Port Arthur line, but to prevent it from ruining us," declared an official of the Rock Island road. "It's claim that we are boycotting it because it would not join the Southwestern Traffic association is not true. The reason why the other roads now decline to co-operate with it is because it has never shown a willingness to deal fairly with them. It has persistently broken all agreements to maintain rates and, in addition to issuing new tariff reducing rates, it has cut them secretly. The court proceedings which it has started against the Santa Fe road and threatens against all others will, I anticipate, develop some facts which will command the attention of the Interstate Commerce commission. The Rock Island road will not do business with the Port Arthur Route until it agrees to maintain rates and act fairly. We are satisfied that the courts will sustain our position in refusing to continue traffic relations with the Port Arthur Route."

CUT RATES EXTEND TO THE EAST.

American Lines Get Back at the Canadian Pacific.

CHICAGO, Feb. 19.—East as well as westbound business has now become involved in the rate war started yesterday by the Canadian Pacific railroad. The Duluth, South Shore & Atlantic, a Canadian Pacific line, announced that from Duluth and upper Lake Superior points on its line it would make an $18 first class and $17 second class rate to New York. From the same points to Portland and Halifax its rates will be $20 first class and $19 second class. These rates are practically the same as those put into effect by the Canadian Pacific westbound to St. Paul. Little doubt is entertained that the St. Paul lines will meet the rates from the twin cities.

Slashing of rates were not confined to the Duluth, South Shore & Atlantic. The Northern Pacific and the Great Northern lost no time in meeting the Canadian Pacific rates to north Pacific coast points. They have also gone a step further and announced their intention of making reductions eastbound as well as westbound. They have announced that, becoming effective today, the rate from Tacoma to St. Paul, Duluth and points in Minnesota, North Dakota and Manitoba will be cut in two. Heretofore the rates have been $50 first class and $40 second class. Today they are $25 first class and $20 second class. Presuming that the Chicago roads will join them in the cuts, the rates they have announced from Tacoma to Chicago are $31.50 first class and $26.50 second class. They have not stopped there, but have carried the war into the heart of Canadian Pacific territory, making a $40 first class and a $30 second class rate to points in Ontario and Quebec as far east as Montreal and south of the line of the Grand Trunk road from Port Huron to Montreal.

ST. PAUL, Feb. 19.—In connection with the cut rates going into effect the Southern Pacific has announced that on February 23 the rates will be cut further, making the second class rate nearly a half cent a mile. This scale of prices will apply over the Southern Pacific from Buffalo, New York, and even east of there to Puget Sound. The first class rate is today $40 and second class $30 from Buffalo to Vancouver by the Southern Pacific. From St. Paul to Vancouver the rates will be $15 and $10 on February 23, with a corresponding cut from the eastern terminus of the Southern Pacific.

Associations Meet at Saratoga.

There have been numerous suggestions lately that the exposition authorities should secure for Omaha the annual meeting of the Master Mechanics' association and the Master Car Builders' association, which will meet together in June. Joseph H. McConnell, superintendent of motive power and machinery of the Union Pacific, who is a prominent member of both associations, said to The Bee concerning the matter that at a recent meeting of the executive committees of both associations, held at Niagara Falls, N. Y., it was decided that the two associations should meet at Saratoga, N. Y., in June, the meeting opening on June 15.

Heretofore the master car builders have met on Wednesday and the master mechanics on the following Tuesday. In this way it has taken about two weeks to hold the two conventions. The master car builders have adjourned on Fridays, leaving three days before the master mechanics convened. This year both conventions will be held inside of seven days, and by the shortening of the time of the conventions the members will not be required to be absent from their home roads so long. The master car builders will therefore meet on Tuesday and the master mechanics on the following Monday. The one association has about 700 members and the other about 500. The total attendance at the joint conventions is generally about 2,000.

COMPLETES KANSAS PACIFIC SALE.

Entire Line is Knocked Down to the Reorganization Committee.

TOPEKA, Kan., Feb. 19.—The final step in the program of the sale of the Kansas Pacific railroad was taken today, when the entire line from Kansas City to Denver was sold under the consolidated mortgage for $8,000,000. Judge W. D. Cornish read the decree and offered the property for sale and Mr. Alvin W. Krech bid it in for $8,000,000. But few people outside of the railroad men and attorneys interested in the matter were present at the sale today.

The party arrived at the Union Pacific depot a few minutes before 11 o'clock and just at the hour Judge Cornish started to read the decree of foreclosure under the consolidated mortgage. When he finished Mr. Krech offered the $8,000,000 on the part of the reorganization committee and the matter was ended.

This completes the sale of the Kansas Pacific road and all liens against the property, government or otherwise, are now wiped out. The attorneys and railroad men will leave Topeka for their respective homes this afternoon.

FINAL SALE OF KANSAS PACIFIC.

Bid in by Reorganization Committee Under Consolidated Mortgage.

TOPEKA, Feb. 19.—The final step in the program of sale of the Kansas Pacific railroad was taken today, when the entire line from Kansas City to Denver was sold under the consolidated mortgage for $8,000,000. Judge W. D. Cornish read the decree and offered the property for sale, and Alvin W. Krech bid it in for $8,000,000. But few people outside of the railroad men and attorneys interested in the matter were present at the sale today. The party arrived at the Union Pacific depot a few minutes before 11 o'clock, and just at the hour Judge Cornish started to read the decree of foreclosure under the consolidated mortgage. When he finished Mr. Krech offered $8,000,000 on the part of the reorganization committee, and the matter was ended. This completes the sale of the Kansas Pacific road and all liens against the property, government and otherwise, are now wiped out.

The attorneys and railroad men will leave Topeka for their respective homes this afternoon.

CUT RATES TO EASTERN POINTS.

Northern Lines Are Meeting the Canadian Pacific War.

CHICAGO, Feb. 19.—Fresh complications were added to the passenger rate war inaugurated by the Canadian Pacific road by the Duluth, South Shore & Atlantic, a Canadian Pacific line, announcing the reduction of rates eastbound from Duluth and other Lake Superior points to New York, Boston, Portland, Me., Halifax and other points in the east to about the same basis as those made by the Canadian Pacific westbound.

New Union Pacific Equipment.

The new management of the Union Pacific Railroad company has decided to build 500 new box cars for the freight traffic of the railroad. The order has not yet been placed, as President Burt recently told The Bee, but it is expected to be given out very shortly, and the cars will be ordered to be built without delay.

During the last few weeks a number of representatives of large car building firms of the country have been in the city, seeking the large order that is soon to be placed, and it is from them that the news of the prospective addition to the equipment of the "Overland Route" has been learned. It is understood that the contract for the construction of the 500 new cars will be given to some outside firm, but that a considerable number of other new cars will be built at the Omaha shops.

For some time past the freight traffic officials of the Union Pacific have been demanding more large box cars for handling shipments of grain and live stock. During the heavy movement of both of these classes of freight last autumn the Union Pacific was severely handicapped by its short supply of large box cars. The new cars will be of greater dimensions than any of those now used on the Union Pacific, and as large as any used in the west. They will be built for handling movements of grain and live stock especially.

Soo Line Makes a Cut.

There was some consternation in local passenger circles, caused by the deep cut made into transcontinental rates by the Canadian Pacific. While everything has been turned topsy-turvy by the slash the lines through here have not decided what course they will pursue to retain some of the travel of prospective Klondikers. General Passenger and Ticket Agent Lomax of the Union Pacific said to The Bee that the situation was very bad, but that it was too early to tell what could be done. He said the cut was not entirely unexpected, as rates through St. Paul had been demoralized for some time. Should the roads through there attempt to meet the cheap rates of the Soo line to the northwest they would have to put in a rate of about $8 to Portland, a proposition that is not likely to prevail.

New Union Pacific Pay Checks.

Checks of a new form are now being used to pay bills of the reorganized Union Pacific Railroad company. The new checks have been issued within the last few days and show that a considerable part of the reorganized company's banking business will hereafter be transacted with the Merchants' National bank of Omaha. Heretofore the entire banking business of the Union Pacific system has been handled through the Omaha National bank. The Union Pacific has not withdrawn its account from the Omaha National bank, but has merely diminished it. President Murphy and Cashier Woods of the Merchants' National bank said to a Bee reporter that the Union Pacific Railroad company had just opened an account there, but they could not tell what proportion of the new company's business their bank would handle.

Time at the Shops.

The employes of the Union Pacific shops are kept pretty busy now-a-days with the large amount of repair work on hand. During the week they worked forty hours, divided into five days of eight hours each, the same number of hours they have put in during each week since the beginning of the year. Ther is no prospect that the number of days per week will be either increased or decreased very soon, but the number of hours per day will remain at eight. That is a settled fact. The number of days per week that the men work is a question that is settled each week according to the amount of work on hand.

Leiter Wheat Increases Shipments.

CHICAGO, Feb. 19.—Eastbound shipments for the week showed a large increase, consequent on the movement of Leiter wheat and also a large increase in the shipments of cured meats. The aggregate amounted to 123,936 tons, against 76,418 tons for the previous week, and 94,093 tons for the corresponding week last year. The Lake Shore took the largest share of the business, carrying 18.3 per cent of the whole. Its tonnage was 22,566. Other roads carried: Michigan Central, 10,765; Wabash, 7,539; Fort Wayne, 17,954; Panhandle, 11,887; Baltimore & Ohio, 4,994; Grand Trunk, 21,064; Nickel Plate, 9,766; Erie, 14,136; Big Four, 2,725.

Road is Sold After Four Trials.

KNOXVILLE, Tenn., Feb. 19.—The Morristown & Cumberland Gap railroad, from Morristown to Corryton, forty miles in length, was sold to Adolph Seagal of Philadelphia for $61,000 today. This is the fourth time the road has been offered for sale and the first time a bid was received.

Erie Road Makes a Run.

CLEVELAND, O., Feb. 19.—The Erie railway broke another record this afternoon. The special excursion train of the Cleveland Chamber of Commerce was run from Salamanca, N. Y., to Newburg, a suburb of this city, a distance of 220 miles, in two minutes less than four hours. Taking out the stops, one of which was of twelve minutes duration, the actual running time was 208 minutes, or a little more than sixty-three miles an hour.

UNCLE SAM PRACTICES AN ADAGE.

Unusual Activity in the Line of War Preparations.

BRISTOL, R. I., Feb. 19.—The twenty-knot torpedo boat No. 16, known as the Gwenn, was launched, all complete, at Herreshoff's yard today. The boat was launched unfinished several months ago, and then hauled out again to be completed. As soon as it was put over today, steam was gotten up and its engines were set at work.

BOSTON, Feb. 19.—The Evening Herald says: "In compliance with telegraphic orders received at Fort Warren last evening a detail of one corporal and thirteen men has been sent to reinforce Lieutenant Ketchum in command of the mortar battery at Grovers Cliff. It is explained that this movement has no particular significance, but is a part of the routine of the Navy department, determined upon long before this incident occurred.

"Rush orders have been received at the fort directing the commander, Colonel Woodruff, to send a detachment of one corporal and eight men to Fort Winthrop, where they will get eight-inch converted rifle guns to the dock in readiness for shipment. The guns are to go to Mobile, Ala., where carriages from New York have been sent to mount the rifles on. The big guns will go all the way by rail.

"It was learned today that the orders received some time ago from the department at Washington bearing on the equipment and efficiency of the men are being carried out at the navy yard and that every marine remaining there has been inspected, his equipment increased to that of active service and extra drill is being held daily.

"The apprentices on the Wabash, as well as the regular seamen and recruits, are being given practice at the guns and with cutlasses.

NORFOLK, Va., Feb. 19.—Orders have been received at the navy yard to keep the force working on the monitors Puritan and Terror and torpedo boats Foote and Winslow at work tonight and all day tomorrow. These vessels will be ready for duty by Wednesday.

It is understood that the Terror was expected last night to go into ordinary, but this morning it was ordered to get ready to go to Hampton Roads. Its crew and officers will be here in a few days. Over fifty extra men were taken on at the yard this morning.

NEW YORK, Feb. 19.—At 10 o'clock tonight the observer at Sandy Hook reported that a supposed American war ship had anchored in the bay. The war ship is anchored about a half mile off shore between the point of the Hook and the government dock. The observer says that it stands high out of the water and is well lighted up. It looks like a cruiser. The Sandy Hook observer says the weather is so thick he can see but very little, but from its general appearance he thinks it to be the Brooklyn.

CHICAGO, Feb. 19.—Since Friday morning Fort Sheridan, where the Fourth Infantry and the First cavalry are stationed, has been in a state of the utmost activity. Soldiers have been polishing their weapons, arranging mess kits, grooming horses and preparing generally to march at a moment's notice.

Colonel Robert H. Hall, in command of the fort, yesterday received one telegram among the many messages delivered to him daily which caused him to take action. He at once ordered that general preparations for a possible immediate summons be made. Accordingly every man at the fort was set to work. Every man of the 700 soldiers at the fort busied himself arranging his army belongings. Every man is supplied with ammunition sufficient for 100 rounds of shots. This is in both the cavalry and infantry.

Orders were issued to the soldiers to turn defective weapons into the ordnance department and new ones have been supplied. Today final preparations in compliance with the orders were completed and those stationed at the fort were in readiness to receive orders of any character.

NEVADA'S PASSENGER LIST SMALL.

Dynamite Causes the Explosion Which Wrecked the Vessel.

SKAGWAY, Alaska, Feb. 14 (via Seattle, Wash.), Feb. 19.—It cannot be ascertained here how many passengers were on the steamer Clara Nevada, which was lost in Barner's bay with all on board. One estimate places the number that embarked here at more than eight or ten from this port. Those known to have sailed from here were A. J. Selong, formerly of New York City; Bennicke of Juneau, A. L. Noyes of Juneau, Frank Whitney of Cripple Creek, Colo., A. Nools of Taiya, and a man named Ross and his wife. It is reported here that the Clara Nevada carried a large amount of dynamite for the Treadwell mine at Douglas island, and that the explosion of this caused the disaster.

James E. Scoville of Syracuse, N. Y., arrived here yesterday from Dawson, which place he left on January 19. Mr. Scoville is the contractor for the Yukon telegraph and telephone syndicate, which has recently been incorporated to construct and maintain telegraph and telephone lines in the Klondike region.

Mr. Scoville brings an important piece of news which will have a decided bearing on the future output of Klondike gold. It is the formation of a gigantic pool or combine to be known as the Bonanza-Eldorado company, capitalized at $200,000,000, which proposes to control mining operations in the Klondike country. Mr. Scoville says it will revolutionize the method of mining. Hydraulic power will be substituted for the present expensive system, and the miner who is unable to work his claim successfully will be given an opportunity to sell it to the trust or syndicate, who will work it for him at a rate much cheaper than he could do it himself. The formation of the syndicate, Mr. Scoville says, will have the effect of reducing the output next spring quite materially.

The steamer Elder arrived Saturday afternoon with the advance guard of the government relief expedition. Today the detachment and supplies were landed at Taiya, where they will be held until the arrival of Brigadier General Merriam.

DEATH RECORD.

Ex-Congressman O'Neill.

ST. LOUIS, Feb. 19.—Hon. John J. O'Neill, ex-member of congress from the old Eighth Missouri district, died here today after a long illness.

His death occurred at the Mullanphy hospital after a long illness as the result of Bright's disease. The deceased was a prominent democratic politician who served successfully in the St. Louis city council, Missouri legislature and for four or five terms in congress previous to the Fifty-fourth, and was succeeded by Congressman Charles F. Joy. Less than two weeks ago Mrs. O'Neill died, but this fact was kept from her husband because of his precarious condition. He was 52 years of age.

W. J. Scanlan.

NEW YORK, Feb. 19.—William J. Scanlan, the singer and Irish character actor, died late last night of paresis in Bloomingdale Asylum for the Insane, aged 42 years. He had been an inmate of the asylum for six years, and had been cared for by his wife, Maggie Jordan.

Miss Oma Gish.

JUNIATA, Neb., Feb. 19.—(Special.)—Miss Oma Gish, only single daughter of Mr. and Mrs. W. A. Gish, died at her parents' home Wednesday night and was buried today.

F. N. Lawrence.

NEBRASKA CITY, Feb. 19.—(Special.)—F. N. Lawrence, an old and highly respected citizen of this city, died yesterday after a long illness. His wife and one son survive him.

Mrs. Ingred Person.

MALMO, Neb., Feb. 19.—(Special.)—Mrs. Ingred Person of Malmo died Wednesday and was buried in Malmo cemetery on Friday.

Plague Hospital Burns.

BOMBAY, Feb. 19.—A plague hospital here was destroyed by fire this afternoon. Three patients died from the shock.

OUR BUYER

It's the constant study of our buyer to gather the brightest and best woolens from the standard looms of the world—and so mark them that no gentleman need fall into the error of wearing poorly designed—or ill-fitting garments.

It costs so little to command a thoroughly first-class tailored suit—as we sell them—that we wonder who can purchase the shoddy productions so common.

We like to show our **$20.00 Suitings**—for we frankly believe they represent **$25.00 values.** Ask to see them.

You can examine something like THREE HUNDRED designs at this price,

Trousers—$4-$5-$6-$7-$8-$9.

Suits—$15-$20-$25-$30-$35.

Spring Overcoats—$15 to $40.

Nicoll the Tailor

209 and 211 S. 15th St. - - - Karbach Block.

SOUTH OMAHA NEWS.

Within the last few days a number of persons have narrowly escaped being killed at the boulevard crossing and it is said that the railroad companies do not pay any attention to the agreement to have the crews flag the trains at this crossing. This boulevard is used a great deal by officials of the packing companies and commission men in driving to and from their places of business and within the last few months a number of accidents which might have proved fatal have been barely averted. The boulevard winds about in such a way that the track cannot be seen for any distance ahead on account of bluffs and trains can approach the crossing without being either seen or heard. Not long ago the city council took the matter up with the interested railroads and the latter agreed to have all trains flagged, but it seems that no attention is now paid to the orders issued and complaints are again being made to the city officials. The council will be urged to insist upon a watchman being placed at the crossing in order to prevent serious accidents during the summer, when dozens of men drive along the boulevard.

Mr. and Mrs. Smith Entertain.

Friday evening Mr. and Mrs. Fred M. Smith entertained the Drive Whist club at their new home, Twenty-second and H streets. The guests from out of the city were Mrs. Norton of Corning, Ia., Mr. McKinney of Blair and Mr. Zufelt of Sheboygan, Wis. Mrs. C. H. Watts carried off the first prize for women, a handsome cut glass sugar bowl, while the guest from Blair won the gentlemen's favor. Mrs. Smith served a delicious luncheon after the games. The players were: Messrs. and Mesdames D. L. Holmes, L. C. Gibson, Hiram Hall, J. G. Martin, J. M. Tanner, J. B. Watkins, W. R. Sage, C. H. Watts, A. W. Davis; Mesdames Eads, Norton, Ensor; Messrs. Zufelt, McKinney and B. E. Wilcox. On the evening of March 4 Mr. Wilcox will entertain the club at the residence of Mr. and Mrs. D. L. Holmes.

Prepare for the Ball.

On the evening of Washington's birthday Knoxall council, Royal Arcanum, will give a ball at the new dining hall in the Exchange building. The committees in charge of the affair are: Reception, A. H. Murdock, P. A. Cressey, Herbert Broadwell, S. R. Cox, N. B. Mead, J. F. Roberts, B. S. Adams, Denna Allbery, John Flynn, C. M. Rich, J. B. Ashe, P. J. Barrett, Philip Kraus, W. P. Adkins, Roy Campbell; floor committee, R. E. Wilcox, Harry Tagg, C. H. Watts, W. H. Jones, J. A. Abernethy, C. A. Melcher, W. H. Cressy, W. E. Mullen, J. C. Carroll, Herman Beal, R. A. Carpenter, S. B. Christie, F. A. Broadwell, L. C. Gibson, Harry J. Fenner; music, J. C. Carley, D. G. Sturrock, E. P. Baker; arrangements, J. L. Martin, D. J. Campbell, J. P. Cleary, W. B. Vansant, W. H. Slabaugh, T. Kelly.

Magic City Gossip.

James G. Cushing is quite sick with malarial fever.

Norris Golstein has returned from a business trip to New York.

Carl Spielman of Sutton, Neb., was the guest of J. R. Honey last week.

Mayor Ensor is on the sick list, a severe cold on the lungs being the cause.

John J. O'Rourke and wife of the Third ward are in Denver visiting friends.

John Hamilton of McPaul, Ia., was a business visitor in the city yesterday.

Sloane & Company, the old reliable furniture dealers, Twenty-fifth and N streets.

John Dudisman of the firm of Wood Brothers at the Exchange is in Chicago.

A very enjoyable dancing party was given last night at Masonic hall by the Ideal club.

Sam B. Christie returned yesterday from a week's visit with relatives at St. Paul, Minn.

Swift and Company will commence building several new smoke houses about March 1.

John Raab returned yesterday from Springfield, Ill., where he was called by the death of his mother.

Yesterday a daughter was born to Mr. and Mrs. Patrick Frawley, Twenty-seventh and K streets.

About $50 was raised by the Rebekahs for the Odd Fellows' orphan home by the dance Friday night.

Tuesday evening Rev. Johnson lectures at the Episcopal church on, "The Development of the Roman Church."

Services will be held at St. Clement's mission in the Third ward this evening and also next Wednesday evening.

Dr. Joseph J. Lampe will preach at the First Presbyterian church this morning. There will be no evening service.

E. C. Price, manager of Swift and Company's plant here, has returned from an extended trip through California.

The police are looking for William Moss of Persia, Ia., who is supposed to have wandered from home while demented.

This morning Rev. Irving Johnson will preach at St. Martin's Episcopal church on the topic, "Lent: Its Use and Abuse."

The delegation of Modern Woodmen which went to Gretna last night to institute a new lodge will return home this forenoon.

Brick are selling now at $8 a thousand. When the contract for the Armour buildings was let brick sold for $5.90 a thousand.

Mrs. Bruce McCulloch entertained the Home Circle club at the home of Mrs. A. J. Caughey, Twenty-third and H streets, last night.

Fifteen bids for the South Omaha postoffice were opened by the government officials yesterday. The lowest bid was $63,000 and the highest $73,277.

Rev. Wheeler, pastor of the First Presbyterian church, left yesterday for Central City, where he