I. "I dun know. She said somethin bout St. Lucia, jumped on Linda's back and looks in season was on in Cuba, and low, rumreiny season was on in Cuba, and low, rumbling thunder had been heard all the after-That is, the people who lived in the little cluster of palm-thatched houses called Santa Rosalia thought it was thun-der. And so it was—the distant roar of Spanish artillery that came up from the

One little cottage stood by the roadside, some distance apart from the others. It was the home of the Moncadas. The father, Jose, was dead. He had fallen a victim to the last, the "ten years" war. Three sons were left to carry on the fight, and they were then with Brigadler Lopez Recto. Only mother and Emilia, the sister, a little girl of 12 years, were left at home to watch and pray to God to ald the Cubans in their strug-

gle for liberty. Suddenly the noise of clattering hoofs came from the southwest. The still night air bore the unmistakable sound with distinctness. In an instant every head was at the open door. Nearer and nearer came the galloping rider. He was alone. His horse was covered with foam and panting like a tired hound. Up to the little gate of the Moncado cottage he staggered, and then his

"It is no matter; I can still ride. The battle of Saratoga is raging. I am on my way to Colonel Pena. He does not know of We need him and his cavalry. Help Colonel Pena that there is battle at Sara-

And so she was; the brave little Emilia, although not a soldier of Cuba, had taken her brother's place. She had gone to get Pena; to tell him that the fight between Gomez and the Spanish General Castellanos was on at Saratoga, and that every Cuban in Companion, was needed.

in Camaguey was needed.
On the little fieroine rode in the darkness of the night. She had been born and raised in the country, and she knew the way to Santa Lucia, although she had never before traveled it in the dark. But she was riding to save her brother's life and for Cuba. Darkness, danger, nothing daunted her. Barcheaded and alone, she urged her house over the read of the same ways the same and the same and the same are the same are the same and the same are the same ar horse over the road at a pace which would have made meet girls tremble with fear. Not even when an hour later the tropical storm broke in all its fury around her did she hesitate. Lightning striking the tall "pakna reals" caused Linda many times to shy and almost bolt the road, but the brave little rider held on and never loosened rein until in sight of Pena's campfires.
"Rulen va!" suddenly called out the

picket.
"Cuba!" answered the brave little pa-

"Caramba! It is a child. Who are you? What do you want?"
"I am Emilia Moncado. I want to tell



Santa Lucia tonight. I must-The poor fellow never finished the sentence. He had faintel. The arms of tender women bore him loto the house. Poor little Amelia followed, the tears streaming

only four more to Santa Lucia and to Pena.
We must have him. And with a mighty
effort he rose to his feet. Then he wavered, tears of helplessness came to his eyes,
and he sank back onto the bed with a sob of anguish.
"To think that I should go so near to the

"To think that I should go so near to the end of my journey and then fail!"
"How were you wounded, my boy?"
"Twas near El Desmayo—late this afternoon. I had changed horses at La Vinda
an hour before. Suddenly I ran into a body
of Spanish guerrillas from San Miguel. I
could not fight them, they were too many,
so I took up a ravine toward Isidro. They
fired five volleys after me and gave chase.
They knew I bore a commission. My horse fired five volleys after me and gave chase. They knew I bore a commission. My horse was fleet and strong, and I got away, but carried with me one of their rifle balls. I tore off parts of my sleeve and pushed into the wound, but it still bed. I'm better now. I'm rested; I'll go on," and again he tried to get on to his feet.

"Rafael, my boy, it is impossible, you are weak. You cannot rife; the motion of the horse will cause you to bleed to death. Guido must go. Emilia, tell him to saddle a fresh horse and get ready to ride to Santa Lucia." Emilia started toward the door, but her

Emilia started toward the door, but her brother raised his hand in protest. "Guido is only a half-wit. He might start for Santa Lucia, but he would never find his way in the dark. Even if he reached the place, he would forget who he wanted

are losing time."

"Brother, we can't let you go. I'll never see you again," and the poor child buried her head on her brother's neck. Then, suddenly rising, she exclaimed: "O, why was not I a man? Cuba so needs men! Yes, I'll tell him to get Linda ready at once. Colonel Pena must go to help Gomez." Turning, she kiased her brother's forehead and hurried out to the stables. Soon the quick galfop of a horse was heard approaching the house. But it did not stop at the gate. On it sped in the direction of Santa Lucia.

A moment later Guido, the half-witted A moment later Guido, the half-witted black boy, wandered aimlessly into the room. "Where is the horse, where is Emilia?"

inquired her brother.
"Gone!" repiled 'he boy.
"Gone? Where?" came from all present



### FREE BOOK FOR WEAK MEN.

little book, "Three Classes of Men," to men only It tells of my 30 years' rience as a specialist in all nervous ders resulting from youthful indiscre-Lame Back, etc, and tells why ELECTRICITY

With my invention, the Dr. Banden Belt, known and used the world restored last year 5,000 men, young Beware of cheap imitations Above splains all; sent sealed Write today. Dr. A. R. Sanden. No. 183 S. Clark St., Chicago, Ill.

A few minutes later, almost fainting with fatigue and nervous strain, she was borne into the presence of Pena.

to her half-crazed mother. "She brought us the news. I'll speak of her to General Gomez. She deserves the rank of a major general. She has saved her brother's life general. Ehe has saved her brother's life and her brave deed may win the day at

With every increase in the power of the telescope, says the Washington Post, there are discovered myriads of stars before unknown to map. The naked eye cannot distinguish stars lower than those of the sixth ms\_nitude. It cannot see the satellites of the planets or the rings of Saturn, but by the aid of the telescope we can photograph stars of the fourteenth magnitude. There are endless other stars of varied colors that are endless other stars of varied colors that are only faintly and doubtfully seen through the most powerful lens. The utmost limit of distinct vision by the ordinary telescope is thought to have been reached by the Yerkes instrument at Chicago, but it is possible some other means of magnifying the remotest stars may be invented.

Attempts to chart the stars were made even before the days of the telescope, one patient astronomer showing, as the work of a busy lifetime, a catalogue of 1,020. For centuries this was regarded as an almost superhuman achievement. Later the work

superhuman achievement. Later the work was divided among a number of observers, the place, he would forget who he wanted to see."

"But there is no other man in Rosalla," pleaded the mother.

"True! Therefore, I must go, wound or no wound. Emilia, tell Guido to saddle a horse and bring it to the gate quickly. We are losing time."

"Brother, we can't let you go. I'll never see you again," and the poor child buried her head on her brother's neck. Then, sudand nebulae invisible to the eye through the to nine-tenths of 1 per cent on the estimated

> The work of charting stars now goes merrily on under the supervision of a congress of astronomers. Flammarion gives a table of the probable number of stars to be catalogued down to the fourteenth. It is a singular fact that in the list as he gives it the number of stars of any magnitude is about three times that of the preceding magnitude, except in the case of the sixth. There are twenty of the first, magnitude, fifty-nine of the second, 182 of the third and so on. He estimates that there are 27,000,000 of the estimates that there are 27,000,000 of the

Men Scowled and Jostled Until "the Brogne" Brought Cheers and Peace. Brogne" Brought Cheers and Peace.

A swarthy man with a jet black mustache that curied fiercely stood yesterday afternoon in the crowd that watched the war bulletins, relates the New York World. He wore a soft hat with a wide brim and a big black tie under the collar of a blue shirt. There was a cynical expression on his face and a menacing look in his dark eyes. From top to toe he looked like an "unspeakable Spaniard." The men near him did not approve of his appearance. They drew away and began looking at him with defiance and dislike apparent in every feature. A newa-

CHAPTER IN AMERICAN MUNICIPAL HISTORY

Leaves from the Experience of Phila delphia, Cleveland, Chicago and St. Louis\_Schemers Enriched at Public Expense.

letration of francises; but in many instances this awakening has come too late.

Moncado cottage he staggered, and then his "Cuba!" answered the practice of the received and almost fell into the arms of his mother.

"My God! Rafael, you are wounded, my boy—"

"Adelante una!" ordered the guard, and "Sors in incompetency, inefficiency and betruyal of public trust to extend the time of the privileges upon terms satisfactory to the

can municipal history than that dealing with the treatment of the question of franchises. It brings home to us forcibly and in a way we cannot escape, the truth of the indictment very generally preferred against our municipulities. It demonstrates conclusively the charge that "the conduct of public affaire has charge that "the conduct of public affaire has failen into the hands of the least estimable and least trustworthy," and that we find in the management of public business wastefulness, inefficiency and frequent scandals.

Four works have lately been published giving in detail the experience of four cities—Philadelphia, Cleveland, Chicago and St. Louis—with their transportation franchisco: 1. "The Street Railway System of Philadelphia, Its History and Present Condition," by Frederick W. Spiers; 2. "The Street Railway Problem in Cleveland," by William Rowland Hopkins; 3. "The Street Railways of Chicago," by George A Schilling; 4. "Street Rail

cago," by George A Schilling; 4. "Street Railways in Missouri," by Lee Meriwether (being a pontion of the eighteenth annual report of the Missouri Bureau of Labor Statistics). PHILADELPHIA'S EXPERIENCE.

Dr Spiero in his book on Phila ciphia's ex-"The present value of the franchise privileges given by the city to its railways, as estimated by the able ficanciers who effected the recent consolidation (namely the formation). tion of the Union Traction company in 1895) is of much interest to the public and easily ascertained. The Union Traction company reports an annual expenditure of about \$5,463,000 as fixed charges. These fixed charges are made up of two elements. The first is the payment for the use of existing railways and equipment and the second is the amount exacted by the stockholders of the constituent companies as payment for the franchise privileges bestowed upon them by the city. The amount of the first ele-ment in the fixed tharges is readily cal-The companies report the cost of construction and equipment of the railway system as \$34,156,000, which is apparently an outside estimate. The interest at 5 per cent on this cost is \$1,707,800, which may be taken as a fair return on the capital actually invested in the roads. The second element in the fixed charges must then amount to the riding boots filled with her brother's blood. She brought water to moisten his parched lips. She saw the ugly wound in his hip and murmured through her gritting teeth: "Bad Spaniards! Bad Spaniards! They will kill us all yet!" And then her her brother's eyes opened. The cold water had brother's eyes opened. The cold water had revived him. He tried to move, but only swand in his arms the fighting colonel of swanded in agony. Once more he strove to be remainded in this sandle and he had an officer pass the child up to him. The order was given to march, and in his arms the fighting colonel of Cmaaguey carried the little heroine back to her thome in Roselia.

Traction compared to the original companies by the city of Philadelphia. This payment is an interest charge of 5 per cent on \$75,100,000, and this amount is consequently, the present approximate value of the city to its railway companies. In return for these exclusive privileges, which are valued by the company at \$75,000,000, the her thome in Roselia.

The American Company at \$75,000,000, the city and the state receive in taxation \$1,163,-000 annually."

taxes and the cost of raving and maintaining the streets occupied by the companies. I do not think arything further need be said to demonstrate the improvidence and lack of ordinary business foresight and prudence characterizing those who have been reoponsi-ble for Philadelphia's government during the period when these franchises were given

EXPERIENCE OF CLEVELAND. Cleveland's experience with street railway companies is, in most respects, similar to that of Philadelphia. According to Mr. Hop-

and began looking at him with defiance and dislike apparent in every feature. A newsboy spat disdainfully at the swarthy man's feet. A laborer jostled him. Another man trod on his feet. All of these insults passed unnoticed. The swarthy man was busily reading the bulletins. A driver on a truck snapped his whip at him. Then the swarthy man dropped his eyes and became conscious of the unfavorable attention he was attracting. Thrusting him hands in his pockets he looked scornfully around, and with biting sarcasm, said:

"Phat the divil are yez lookin' at?"

"Hurrah!" cried the newsboy, "he's all right."

Thereupon the others laughed and the swarthy man laughed with them.

Before Going to War go to the nearest drug store and get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel completions. It is the most successful medicine in the world for these aliments and should be a part of the equipment of every soldier.

the same grants in the open market."

HOW CHICAGO WAS WORKED.

Mr. Schilling, in his report as secretary of the Illinois Bureau of Labor Statistics, gives the following figures in relation to the three great Chicago companies popularly known as the "Yerkes lines," and which figured so conspicuously in the recent municipal compaign in Chicago when the Municipal Voters' league took up the cause of the city as against their avariciousness:

Miles of Capital Other track, stock, obligat's, N. Chicago St. Rd. Co. 101.00 6,600,000 8,150,000 W. Chicago St. Rd. Co. 101.00 6,600,000 8,150,000 W. Chicago St. Ry. Co. 202.52 13,189,000 17,102,902

487.84 \$31,789,000 \$29,903,000
Total Obligations obligations. Chicago City Railway Co., \$16,619,500
N. Chicago St. Rd. Co..., 14,789,900
West Chicago St. Ry. Co., 30,291,900
149,546

He then proceeds to estimate the approximate cost of replacing the property and equipment of these companies, and gives his figures, which are as follows:

405.5 miles electric and horse car track, at \$15.000 \$8.34 miles cable track, at \$50,000 \$4.117.000 \$80.30 miles overhead construction, at \$5,000 \$1.55.000 \$1.5

Power horses, 53,200 horse-power, at \$20 Storage buildings and shop, at \$5,000

in the first set and those in the second set represents the approximate value per mile of

the franchise. WHAT THEY PAY.

The companies pave between the tracks. They pay the usual state and local taxes, but according to Mayor Swift's commission, busi ness property was only assessed on an average of 9.25 per cent of its true value. In 1896 the State Board of Equalization (sic) assessed these three great Chicago street reliways at \$2,900,000, or 4.7 per cent of the par value or 3.23 per cent of the market value of their stock. They pay a car tax, which in 1896 yielded for all the surface coads in Chicago \$58,828,50. The dog tax in the same year yielded \$84,482, and the tax on peddlers \$92,376.38. In 1896 all the taxes and special payments of these three roads amounted to \$4.42 per cent of the total gross receipts of \$11,941,524. The general taxes were 2.12 per cent, and all other payments 2.29 per cent of the receipts.

Mr. Meriwether, in his report, collates fig-ures similar in import to those we have already given, and he also goes into the ques-tion of the variance between the sworn reports of the officials of the companies and the actual facts. For instance, the companies reported in 1896 to the city assessor 216 miles of street railway track in use, whereas his investigation showed that there were 245. The companies reported 714 cars in use, whereas 903 were counted on the street and 1,430 were found by the assessor. At one place, in commenting on the discrepancy between the assessed and the real values of the St. Louis street railways, he says:
"If the \$8,415,360 actually invested in
building and equipping the system represented the system's true value, then in 1895 the St. Louis street railways, he says: "If the \$8,415,360 actually invested in building and equipping the system repret would show the very handsome return of 23 per cent upon the value of their system. As a matter of fact, they did carn 23 per cent upon the cost of their plant. That they did not earn 23 per cent upon the face value of their investment is due to the simple fact that the roads are stocked and bonded at more than four times the actual invest-ment. The value of the system's franchises may be calculated by subtracting \$8,415,360 the actual cost of construction, from \$37,987,000, the amount upon which the companies are carning 5 per cent profit." PROPERTY GIVEN AWAY.

The following letter from a prominent and well known citizen of Columbus, O., who, having held an important office there, is a position to know whereof he speaks, facetiously, but none the less forcibly, de-scribes the experience of that city: "Franchises are given away here. Our municipal legislature is always composed of large-hearted, generous, public-spirited servants. They believe in e couraging people who know a good thing when they see it. They are not miserly and stingy, as some people are. Why, they built a bridge over the railroad tracks at a cost of \$160,000, and gave the street railroad company space on

it for double tracks, which occupies nearly all the roadway, and they only charged \$25

per year. This, you will note, is a mere nominal consideration. It should have been in consideration of \$1 and natural love and "We have just finished a fine viaduc carrying our street (this is sometimes called the city of one street) over all the railroads that pass through the city. This has cost, as a whole, about \$800,000. The street raila whole, about \$800,000. The street rail-way has two tracks across this at no expense whatever. It has not yet put in any bill for damages to its business resulting from interference with its free use of the street while building and from the change of grade, which necessitated the lengthening of its track a few feet. It is probable that our municipal dads will #cognize the manifest equity of this claim when presecuted.

"Unfortunately the writer happened to

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piled for a renewal of its charter for a term of years-ten years. He was one of those 'ornery cusees' that has no more sense than to be sticking his nose into other folks' business, and was just fool enough to make a fight against granting a public-spirited body of capitalists a ten-year franchise without a visible consideration. But the fight was on and retreat would be disgraceful. Re-enforcements came in from the ragitag and bobtail element, college professors and sich, and the company accepted a charter requiring a payment of \$4,000 per year. It passed June 27, 1892. Its passeige was followed by the financial panic of 1893, and in fact times have not been very durned good ever since. He has always regretted the stand he took in that matter, especially if it produced the panic, and besides, this city would be a since place, indeed, if we had no light when it's dark. This \$4,000 for ten years cripples the company to the extent of \$40,000, and lessens its ability just that much to give employment to labor.

"The Electric Light and Power company business, and was just fool enough to make

CITY OF MATANEAS.

Location and Strength of Its Batteries The city of Matangas comes into promience as the first city of Cuba to receive a few shots from the American mavy. It is located on the northern coast of the island, fifty miles east of Havana. The population of the city is 45,000. Its bay, which makes a deep dent in the coast, is limited by Punta

on approaching the city by water. It is built of stone, is only one story in height, and was erected nearly a contury ago. Many of the inhabitants planted their country seats on the heights above the city, from which the view of the wide-spreading bay forms a delightful picture. There are three large churches in Matauzas, the principal one being the Church of San Carlos, a large and well-speointed theater, a built ring and cock pits. cock pits.

of the city is \$5,000. Its bay, which make the control in Research in Research forcements came in from the rate and bobtail element, college professors the state of the city is \$5,000. Its bay, which make the control in the control The city is cut into three parts by the Rivers Yumuri and San Juan. The section

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HE LOOKED LIKE A SPANIARD. and began looking at him with defiance and dislike apparent in every feature. A newsboy spat disdainfully at the swarthy man's feet. A laborer jostled him. Another man trod on his feet. All of these insults passed unnoticed. The swarthy man was busily reading the bulletins. A driver on a truck

Hand in hand with the growth and developments of our American cities and as an entirely natural and logical result, municipal franchises have greatly increased in worth and importance, writes Clinton R. Woodruff in the New York Independent. The value of the right to furnish water or light (whether by gas or electricity), or transportation facilities to the citizens of a growing municipality has long beer fully recognized by promoters and capitalists, although, unfortunately, not by the citizens or their representatives in local legislatures. Within the last decade, however, there has been an awakening to the importance of a business-like admin-

Some cities have improvidently granted perpetual franchises. Others, a !!ttle shrewder, or, prehaps, with representatives and trustecs a trifle less dishonest, have granted them

I know of no sadder chapter in our Ameri-

VALUE OF THE FRANCHISES. These facts speak for themselves and need no further comment, but the value of the constituent franchises, if I may use that ex-pression to designate the franchises of those pression to designate the franchises of those companies which have been combined to form the present monopoly, is shown by the following circumstances: The Thirteenth and Fifteenth Streets Passenger Railway company was incorporated in 1858 with an authorized capital of \$1.000,000, of which \$331,529, or \$16.75 per share, was paid in. In 1892 the company leased its lines to the Philadelphia Traction company for the following rentals: From January, 1892, to January, 1894, \$9 per share; from January, 1894, to January, 1897, \$10 per share, from January, 1897, to January, 1900, \$11 per share, and thereafter \$12 per share. All that the Philadelphia Traction company received was the frauchise right of way and the real the franchise right of way and the real estate occupied as terminals. The rails and rolling stock were shortly replaced by a modern trolley equipment. The Fulladelphia Traction company was leased to the Union Traction at a rental of 8 per cent per annum on the par value (\$50) of the stock, and its obligations to the Thirteenth and Fifteenth Streets company were assumed and Fifteenth Streets company were assumed and guaranteed. The rentals paid by the Phila-delphia company to the Thirteenth and Firteenth Streets sepresents either a large divi-dend on the investment or a moderate return value of the franchises; and in making his calculations he includes the dividend and car

"The street railway interest has been all powerful in the control of political machines. It has not only secured, apparently for the mere asking, the most valuable privileges which the city council could bestow, it has also escaped the performance of many obliga-tions which the state has compelled the coun-cil to make a condition of its grants. It has prevented the enforcement of nearly every law which it has not cared to obey. And now it has an enormous inducement to corrupt a majority of the council in order to obtain the most valuable grant ever put into the hands of that body to bestow."

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