

SURVEYORS READY FOR WORK

Corps of Illinois Central Engineers Arrives in Council Bluffs.

READY FOR CONSTRUCTION BY APRIL

Last Doubt About the Intentions of Coming to Omaha Dispelled—Prediction It Will Use the Union Pacific Bridge.

Further confirmation of the report that the Illinois Central railroad is coming into Omaha has been made this morning by local railroad circles, and even those who had doubted that the great north and south system was heading a line this way now expect to see trains of the Illinois Central road running into Omaha within a year.

A corps of civil engineers from the Chicago headquarters of the company came into Council Bluffs on Monday, and on Tuesday morning left for Denison, Ia. The party was composed mostly of young engineers who have had three and four years' experience in laying out lines for the Illinois Central. On Monday they remained in Council Bluffs, looking over the ground which is wanted for terminal purposes there. On Tuesday morning they were joined by Assistant Chief Engineer Grafton of the Illinois Central, and later took a Northwestern train for Denison.

These engineers expect to be at work surveying and plotting right-of-way between Fort Dodge and Council Bluffs during November and December, or as long as the season will allow field work to be done. Denison, Ia., will be the headquarters of the party, and the engineering work will be carried on in both directions from there, with one line to Fort Dodge on the north and another to Council Bluffs on the south. It is expected the entire engineering work will be completed before April so that the actual work of construction may be commenced with the opening of the spring season.

It is announced very positively from Chicago that an official party, including President Fish, Chief Engineer Sloan, General Superintendent Sullivan and Assistant General Superintendent Hartigan, all from Chicago headquarters of the Illinois Central, will come out here this week to see how Engineer Grafton and his corps are getting along with their work and to further look over the field which the company proposes to enter.

Another fact that is accepted by railroad men here as indicative of the intention of the Illinois Central to enter Omaha next year is the renewed activity of the Omaha Bridge & Terminal railway to secure a municipal franchise for streets leading to the center of this city from East Omaha. A well posted railroad man of this city sizes up the situation in this way: "There is no doubt in my mind about the Illinois Central's coming in here, but I think it will come over the Union Pacific bridge. The close connection of E. H. Harriman with the Union Pacific and the Illinois Central naturally leads to such a belief. I think the Omaha Bridge & Terminal railway is trying to get hold of valuable terminals here, so that it may hold them out to the Illinois Central as an inducement to cross the river at East Omaha. I notice by your morning paper that General Manager Webster of the Bridge and Terminal company yesterday said that he would have one, if not two, roads coming into Omaha over his proposed tracks within a year. This may be the aim of that company, and undoubtedly is, but when the Illinois Central gets ready to enter Omaha I believe it will use the Union Pacific bridge and the new union station at Tenth and Mason streets."

"Should the Chicago Great Western enter the city, I think the Bridge and Terminal company stands a very fair chance of getting that road to use its terminals here, providing, of course, the application for a franchise on the Omaha streets wanted should be granted by the city. But at present I think the Bridge and Terminal company has not closed with either line on an agreement for use of its terminals."

ABOLITION OF THE DIFFERENTIALS.

Prospects of a Quiet Little Warfare Among the Big Lines.

Western railroads are being tugged and pulled and hauled for their support by the lines east of Chicago engaged in a vigorous dispute over the proposed abolition of passenger differentials. E. A. Ford, general passenger agent of the Pennsylvania lines west of Chicago, has telegraphed to the western lines that the standard lines have agreed on the equalization of through rates by the abolition of differentials. He has asked for the support of the western lines. It is presumed telegrams from the general passenger agents of the differential lines to the effect that they have not agreed on the abolition of differentials and asking the western lines to oppose any such movement will soon be received.

It is proposed to put both the standard and differential lines on a common basis on through business, eastbound business from points west of Chicago and business of points west of Chicago from the east. This will be accomplished by cutting off the \$3 difference in fares by which the standard lines exceed the differential lines. On transcontinental business this condition is practically in effect now, as the Santa Fe decided to adopt such a course soon after the Interstate Commerce commission ruled against the Canadian Pacific.

Omaha passenger men anticipate a lively fight before the matter is decided and should the standard lines win their efforts to have their through rates reduced to equal those of the differential lines the latter will seek some way to overcome the

physical advantages of the standard lines. It would be no surprise if this movement goes against the differential lines to see them again inaugurate the practice of paying liberal commissions to ticket agents. If they do they will secure an amount of business from the west that the standard lines can only hope to capture by paying equally good commissions to the ticket agents for selling tickets over their lines.

NEW SYSTEM OPENS SOUTHWARD.

Colorado & Southern Reaches from the Summit to the Sea.

DENVER, Colo., Nov. 8.—The Denver & Gulf railroad, which is to be sold under foreclosure November 18, will be rechristened the Colorado & Southern railway when the reorganization is effected. This title, it is announced, had been accepted by Receiver Frank Trumbull, who is to be president of the new company, and by the leading stockholders. The road will extend from Denver through Wyoming to Fort Worth, Tex., with the prospect of further extension toward Texas in the future. The South Park line will become a branch of the system, thus making true the phrase, "From the Summit to the Sea."

Burlington Time Card Changes.

On November 20 the Burlington will make three changes in its Omaha time card. The night train for Kansas City, which now leaves here at 11 p. m., will leave considerably earlier. The new time will be 10 or 10:30 o'clock, probably the latter, the exact time being dependent on connections from the north over the Omaha road. On the same day the Burlington will start daylight train service between Omaha and Chicago. Train No. 6 will leave Denver at 1:40 p. m., and arrive here at 6:30 a. m., leave here at 6:40 a. m. and arrive in Chicago at 8:15 p. m. The Omaha-Hastings local, trains Nos. 11 and 12, which were put on for the exhibition period, will be taken out of service on the same date.

Trunk Line Committee to Dissolve.

CHICAGO, Nov. 8.—The western trunk line committee is about to follow the example of the Traffic association and go out of business. A special meeting of the traffic officials has been called for next Thursday and it is generally agreed that they will agree to dissolve the committee. The fact that the committee has failed to do any real good in the way of maintaining rates is said to have had as much effect on the views of the executive officers as has the recent decision of the supreme court in the Joint Traffic association case.

Winchell Returns to Denver & Gulf.

ST. LOUIS, Nov. 8.—It is stated on the best authority that B. L. Winchell, general passenger agent of the St. Louis & San Francisco railroad, will resign December 1 to return to the Union Pacific. Denver & Gulf railroad as general traffic manager and assistant to the president, with headquarters at Denver. His successor on the "Frisco" is selected, but not yet announced.

FEDERAL BUILDING NOTES.

LeRoy G. Phillips of Crete has been appointed railroad postal clerk on the route between Hartington and Norfolk.

John H. Erick of Omaha has filed a petition in the United States court to be declared a bankrupt. He is one of the Healy Bros. bondsmen. His indebtedness amounts to about \$100,000, aside from his liability on that bond, all of which is for borrowed money, and most of it secured on real estate in this city. In nearly every case securities had been taken under foreclosure and a deficiency judgment entered. He represented in his petition that he had nothing in the shape of assets upon which his creditors could realize.

Monter pumps to be used in the elevators at the new postoffice have arrived at the building. The contractor is now working on mail and ash lifts in the building, which he will have completed in ten days. Work on the passenger elevators is progressing rapidly and they will be in working order before the close of the year. The work of the city toward the completion of the building is being rushed, and the fourth floor is now practically completed. Superintendent Latenser says he will be able to turn the building over to the government by March 1 next.

What Cuba's Loss Means to Spain. The loss of Cuba means to Spain the loss of the very sustenance of the nation. Already her tax-ridden people are crying for bread. In the same way the loss of your once vigorous appetite means poverty and starvation to your body. If any reader of this paper wishes to be hungry again as when a child, and wants to fully enjoy hearty meals, we can recommend Hostetter's Stomach Bitters. It cures indigestion, dyspepsia and constipation.

Mortality Statistics.

The following births and deaths were reported to the health commissioner during the twenty-four hours ending at noon yesterday:

Births—L. Anderson, 1617 Oak, girl; Jacob Gola, 2124 South Thirty-first, girl; Martin Sunack, 1426 South Thirtieth, boy; John Kase, 2929 South Twenty-ninth, girl; John Muller, 910 South Thirty-fifth, boy; Harry Springgale, 2840 Dodge, girl; J. C. Durant, 2925 Capitol avenue, boy; W. C. McCou, 2111 South Thirty-fourth, girl.

Deaths—Charles Carlson, 2317 Cumming, 28 years; William O. Hower, 4219 Calmar, 39 years.

Methodist Preachers' Union.

The following resolution was unanimously adopted by the Omaha Methodist Preachers' union of this city on Monday afternoon, November 7, 1898:

Resolved, That in the matter of one J. T. Taminosian, the Omaha Methodist Preachers' union disavow all connection with or endorsement of the business of the general passenger agents of the differential lines, to the effect that they have not agreed on the abolition of differentials and asking the western lines to oppose any such movement will soon be received.

It is proposed to put both the standard and differential lines on a common basis on through business, eastbound business from points west of Chicago and business of points west of Chicago from the east. This will be accomplished by cutting off the \$3 difference in fares by which the standard lines exceed the differential lines. On transcontinental business this condition is practically in effect now, as the Santa Fe decided to adopt such a course soon after the Interstate Commerce commission ruled against the Canadian Pacific.

Attention, Journeymen Bakers!

There will be a mass meeting of journeymen bakers Saturday eve, Nov. 12th, at Labor temple, N. E. cor. 17th and Douglas at 8 o'clock, to elect a permanent organization. All cordially invited.

Burlington Route

The Exposition Flyer

takes you to St. Louis in less than fifteen hours. Burlington Route.

Leaves Omaha 4:30 p. m.
Arrives St. Louis 7:19 a. m.

Sleeper, chair car, smoker, gas, wide vestibuled throughout.
Starts from the Big Depot at the south end of the 10th street viaduct.

Ticket Office: 1502 Farnam St.
Telephone 250.

New Depot: 10th & Mason Sts.
Telephone 128.

IT IS NOT AN INNOVATION

Opening of Night Schools is the Second Time for the Venture.

FIRST TRIAL DOES NOT PROVE A SUCCESS

Selection of Teachers for These Schools Will Be an Important Element Looking to Their Success.

The night school which will be opened in the Cass and Leavenworth schools will be no innovation. Four years ago the experiment was tried, but later the plan was abandoned because the attendance fell away. If the same result occurs this time the schools will be closed, but it is generally believed by the board members that the schools will be well attended.

The teachers to be employed are to be selected by Superintendent Pearce and the committee on teachers and considerable care is to be used in making the appointments. The teachers must be especially adapted for the work, as they will meet a different class of scholars than those who attend the day schools. Some of the board members fear that a rowdy element will try to secure admission for the sole purpose of getting in out of the cold, but it is not anticipated that much trouble will be found in barring out this class.

Only the elementary branches of instruction will form the curriculum, consisting mainly of geography, reading, writing and arithmetic. The teachers will be in charge of each school, the curriculum cannot be further extended.

Kindergartens Run All Day.

The action of the Board of Education in ordering that the kindergartens should be run all day after next Monday will put that department of the public school system upon the same basis on which the kindergartens were operated two years ago. At that time the day term of both kindergartens and primary grades was out of a half day in the interests of economy. A half year later the primary grades were put back to full grade sessions, but the kindergartens were allowed to run on the half day plan.

Superintendent Pearce declares that the action was taken to satisfy the demands of school patrons and the kindergartens will run all day. Some of the board members are nevertheless opposed to the extension. They say that the demand is not based upon good grounds, inasmuch as they hold that half a day's school is sufficient for the small children who attend the kindergartens. Their objections are also founded on principles of economy. The added sessions will require the employment of four or five more teachers, which will add at least \$200 and perhaps more, to the teachers' monthly pay roll.

In Superintendent Pearce's office is a full peek measure, if not more, of money, consisting in great measure of pennies and nickels. The sum total value of this bunch of money is in the neighborhood of \$275. The money is the proceeds of the collection taken up from the school children on Lafayette day.

Miss Fisher, teacher in the Columbian school, who has been absent a week on account of illness, has returned to duty.

Dr. Bull's Cough Syrup is a preventive for loss of voice and ulcerated throat.

BOSTON STORE RIBBON SALE.

The Sale of Ribbon Remnants Causes a Sensation.

Never before were there such ribbon bargains. Never again will there be such a sale. All the finest quality strictly all silk ribbon remnants on sale at less than 1/4 the regular price. Every yard of ribbon from the narrow No. 2 to the eight inch wide "satin ribbon, satin ribbons, gros grain ribbons, satin ribbons, fancy plaid ribbons, dore striped ribbons, fancy plaid ribbons, dore striped ribbons, neck ribbons, double faced satin cord edge ribbons, in fact every kind of ribbon for sale will be just as attractive as yesterday, at almost an entire new lot will be placed on sale from time to time as the goods sell out the counters will be replenished.

50 RIBBONS FOR 10 CENTS.

All the narrow ribbons that generally sell at 10 cents a yard, today they will be sold at 50 RIBBONS WORTH UP TO 150 CENTS AT 30 CENTS.

All the 7 1/2, 10, 12 1/2 and 150 ribbons, on sale at 30 cents a yard.

All the 10 and 250 ribbons at 75c.

500 RIBBONS AT 150.

All the double faced, cord edge, satin ribbons that generally sell at 35c and 50c, are on sale at 15c a yard.

12 1/2 SASH RIBBONS, 250 YARD.

All the finest quality 8-in. wide satin and Bay State ribbons, 250 yds. each, on sale at 25c a yard.

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HAYDEN BROS.

Gold Medal Butter.

Gold medal butter. We all know that the creameries which won gold medals for making the best butter went to the exposition surely must be the best butter makers, so we have made arrangements with them to send all their butter to us because it is the best butter made. Gold medal creamery butter, 20c, 25c and 25c; fine fresh dairy butter, only 5c, 15c and 17c; good country butter, 12c.

Best Minnesota flour. Fancy high patent flour per sack, 95c. We guarantee it to be the best of your 10c buck. Pure York state buckwheat, per sack, 35c; pure Nebraska buckwheat, per sack, 25c; yellow or white cornmeal, per sack, 10c; new red chamberlain, per pound, 7c; self-raising pancake flour, 2-pound packages, only 8c; new raisin cereal prunes, per pound, 6c; new Valencia raisins, per pound, 6c; Armour's new mince meat, only 7c; assorted soups, Anderson's, tall cans, 7c. This is the finest soup made. Try it. Twenty pounds fine granulated sugar for \$1.

Meats. Meet our prices on meats. Best brand California hams, 5c; cooked corned beef, 10c; ported or deviled ham, 4c; prime roast beef, 12c; fresh spare ribs, 5c; Armour pork sausage, 7c; No. 1 sugar cured ham, 8c; boneless cottage ham, 8c; English corned ham, 8c; pickled pork, 8c; chopped beef, 12c; 3 pounds best kettle brand corned beef, 10c; 5 pounds best kettle brand corned beef, 10c; 10 pounds best kettle brand corned beef, 10c; 15 pounds best kettle brand corned beef, 10c; 20 pounds best kettle brand corned beef, 10c; 25 pounds best kettle brand corned beef, 10c; 30 pounds best kettle brand corned beef, 10c; 35 pounds best kettle brand corned beef, 10c; 40 pounds best kettle brand corned beef, 10c; 45 pounds best kettle brand corned beef, 10c; 50 pounds best kettle brand corned beef, 10c; 55 pounds best kettle brand corned beef, 10c; 60 pounds best kettle brand corned beef, 10c; 65 pounds best kettle brand corned beef, 10c; 70 pounds best kettle brand corned beef, 10c; 75 pounds best kettle brand corned beef, 10c; 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