Ordinance Granting it Right of Way Nearly Ready to Go Through.

OMAHA ROAD MODIFIES ITS OPPOSITION

Discussion Before the Council Committee Yesterday Brings Out Nature of the Compromise and the Probability of a Settlement.

The council, in committee of the whole, yesterday afternoon spent another couple of hours in talking over the matter of giving the Omaha Bridge and Terminal company the right of way to lay tracks along Fourteenth street to Burt and then southeastwardly to Eighth and Capitol avenue and made some progress toward ultimately arriving at some conclusion. Another meeting will be held this afternoon to consider some proposed amendments to the ordinance presented by property owners and when this

meeting is concluded it is hoped that the ordinance will be in proper shape for passage. Amended, the ordinance will pass.

Yesterday afternoon's meeting brought forth facts that will sweep away the grounds for the objections that have been made by the north bottoms manufacturers against the ordinance. They alleged that if the Terminal company is given a right to lay tracks on Fourteenth street the thoroughfare will cease to be the only level means of access they have into the city and they will not give the company, its sucparable to assess all damages due the city and property owners damaged by reason of the granting of the use of the streets and alleys and shall award the damages and the Terminal company shall pay to the city treasurer the full amount of damages awarded before laying a track.

That the company shall pay an annuity equal to 1 per cent of the gross receipts of the company from the system within the city limits.

That the laying of the tracks by the company shall not give the company, its sucaccess they have into the city and they will be bottled up. This objection will be removed by an agreement, into which General Manager Webster of the Terminal company and Solicitor White of the Chicago, St. Paul, Minneapolis & Omaha road have entered, according to the statements made by them at the meeting.

According to this agreement the Omaha road will tear up a thousand feet or more of railroad track which it now has on the tenfoot sidewalk space on the outer side of the west curb line of Fourteenth street. This lies between Nicholas and Burt. The Terminal company will lay a double track of road on its own land until it reaches Nicholas street. At this point the two tracks will merge into one, which will be laid on this ten-foot sidewalk space. The track will run single to Burt street until it again reaches land owned by the Terminal company, when it will again split into two By this means Fourteenth street will remain the width it is at present, forty feet, and that is considered adequat for all traffic by wagon between the city and the north bottoms

What the Omaha Road Wants.

The Chicago, St. Paul, Minneapolis & Omaha road, however, will want some consideration for this concession on its partfor tearing up the track on the ten-foo sidewalk space which it laid without any authority from the city. The road desires that the city give it clear title to the twentyfoot jog in the west side of the street. This twenty feet would be a portion of the street were the latter between Nicholas and Cuming street 100 feet wide, as it is along its remaining length throughout the city.

"We want the right to the land specifically given in order to clear up the muddle,' declared Solicitor White. "We claim title to it anyway by adverse possession. That strip has been covered by our track for twenty years.'

City Attorney Connell, however, gave it as his opinion that the road is not entitled to the twenty feet in the following language "In 1866 the city gave to the Union Pacific Railroad company a big batch of land, including all of Fourteenth street between Nicholas and Cumings streets, for depot purposes. The city opened Fourteenth street through this land and narrowed it to sixty feet, permitting the Union Pacific to retain twenty feet on either side. The Union Pa cific still owns the twenty-foot strip on the east side and I believe that under the grant it is the legal owner of it at present. It would also be the legal owner of the twentyfoot strip on the west side did it hold it.

"But in 1895 the Union Pacific sold to the Omaha road this western strip. Now, the land was given to the Union Pacific for depot purposes, that is, that the Union Pacific might build its depot and necessary trackage facilities upon it. But the condition is attached that if the land is not used city. Now, when the strip was sold to the Omaha road, it was not thereafter used for Union Pacific depot purposes and therefore the Omaha road has no title to it. My conclusion is that the land reverts back to the city and is now owned by the latter."

A written opinion from the city attorney is to be forthcoming before the Omaha road is given a clear title to the land.

Clearing Away the Mystery. Another variety of objections to the pro posed ordinance was presented. One was made by Councilman Mercer and in the course of the argument regarding it the mystery as to what road or roads are to use the Terminal company's tracks was uncovered. According to General Manager Webster of the Terminal company the Port Arthur is the only one in prospec

"What new road is to come over your tracks?" asked Councilman Mercer in the course of a by-conversation with the Terminal company's manager.

at present.

"Well, it is not exactly a new road," re sponded Mr. Webster. "I have no great objections to telling you-it is the Port Arthur. We may have another, however, before a year is past." This was not satisfactory to Councilman

Mercer and he so expressed himself later. "Before I vote for this ordinance I want a definite condition inserted in it that within one year or two years or some definite time the Terminal company secure and bring a new road into Omaha or forfelt its right," he declared. "I do not want to give the Terminal company a right of way for nothing and allow them to hold it as a speculation-selling five or six years from now a right of way that will be worth hundreds of thousands of dollars for which

they paid nothing." The property owners who live along the



Omaha 4:55 p. m. St. Louis 7.19 a. m.

This is the schedule of the Exposition Flyer, Burlington Route. The equipment is as good as the time is fast. Sleeping, chair and smoking cars, all with wide vestibules and Pintsch Gas.

Starts from the Big Depot at south end of the Tenth street Via-

Telephone 250. NEW DEPOT:

10th and Mason Sts. Telephone 128.

TERMINAL ALMOST A WINNER proposed line of the Terminal company, lowing officers: President, E. R. Bacon; vice after it leaves Fourteenth street and runs president, W. R. Greene; secretary, Edward down to Eighth and Capitol avenue, turned in a petition, asking that numerous additional conditions be attached to the ordi-They asked that the following

amendments be made: Amendments that Are Asked.

That the company should be allowed to lay tracks only on the present existing grades on and across the streets and alleys t desires in the right of way. That, instead of within ninety days, company shall at once present a plat and attach it to the proposed ordinance, showing the exact course and line of all track and tracks.

That the company shall allow its entire

system, including its bridge, to be used by any and all railroad companies without discrimination and on the payment of reason-

able charges.

That the company shall replace the existing pavement of any street, alley or in-tersection in the space between its rails and two feet outside.

That the company shall place, keep and maintain at its expense, lights, gates, watchmen and flagmen wherever necessary and ordered by the mayor and council.

That after the ordinance is passed it shall be adverted for the mayor and a shall be adverted. be advertised for two weeks and shall be

submitted to the people at a special elec-

pany shall not give the company, its successors, assigns or patrons any rights by means of adverse possession as against the city's right and authority to annul the orlinance for just cause. That no part or privilege under the ordi-nance and franchise shall be sold or trans-

ferred by the Terminal company to any other company, individual or concern without the consent of the mayor and city coun-All the proposed provisions are to be discussed at a meeting to be held this after-noon. After action is taken upon them the whole matter will be referred to the city attorney, with instructions to draw up a new

ordinance Debating the Snow Blockade.

The remaining portion of the meeting was devoted to considering a few committee natters. Among other things the matter of removing the snow from the downtown streets was discussed, but no action was aken. It was asserted that only a week ago the Board of Public Works had been given \$3,600 with which to clean streets during the remainder of the year and should have arrived here from St. Paul on night use some of this money to clear parts of the downtown section. The idea of hauling away the snow, however, was not favorably received.

M. R. Risdon of the Sunshine Publishing ompany was given the privilege of erectng settees on sidewalks along street car ines on condition that the merchant before whose place the seat is to be placed gives his written consent. The city is to get \$2.50 per settee for the privilege. Risden will make his money by putting ad-

vertisements upon the backs of the seats. The scheme of A. A. W. Begg to erect ign posts on street intersections without cost to the city was not regarded favorably and a communication regarding it was put This was another advertising

KANSAS CITY'S COMMERCIAL CLUB. Union Pacific headquarters over the coming ommissioner Franklin Tells

of His Bureau's Work. Clinton Franklin, formerly agent of the Merchants' Despatch in this city, spent a ariffs on the Union Pacific railroad in behalf of the transportation bureau of the Kansas City Commercial club. He is now employed by the bureau to keep the mer-chants of Kansas City posted on western he will take a position in the mechanical reight rates.

In speaking of his work Mr. Franklin "There is no doubt that the transsaid: portation bureau does an immense amount of good for the commercial interests of Kansas City. It costs something like \$12,000 year to maintain, but the merchants evidently think they get more than that amount of benefit from it for they continue it from year to year, and have recently enlarged its scope. I asked a prominent business man there the other day if he thought the bureau paid the city, and he replied that Kansas lity would not know how to get along without it. For instance, last week we learned that on two days of the latter part of this month the 'Frisco line was going to run a lot of cheap excursions into St. Louis. In less than twenty-four hours similar excursions for equally low rates were arranged into Kansas City not only on the 'Frisco road, but on several others as well. We're not letting anything get away from Kansas City if we can help it.

We also keep the merchants posted on he lowest freight rates. A Kansas City obber can come to the transportation bureau at any time and find out just how much it will cost him to ship goods to any part of the west. Then he can also learn how much it will cost the merchant of St. Louis, Chicago, St. Joseph or Omaha to send his goods nto the same town. From this comparison he can readily learn whether it will be worth while for him to send out his traveling men to work up trade in that particular territory.

Chronology of the B. & O. The chronology of the Baltimore & Ohio

allroad is interesting at this time, as it will not be many months before it will cease to be operated under the original charter. The first general meeting of citizens, contemplating the building of a railroad to the Ohio river, was held in Baltimore on February 12, 1827. The other important events occurred as follows: Act of incorporation granted by Maryland, February 28, 1827. Act of incorporation confirmed by Virginia, March 8, 1827. Requisite amount of stock for organization subscribed by April 1, 1827. Company organized and directors elected, April 23, 1827. Preliminary urveys begun, July 2, 1827. Actual surveys begun, November 20, 1827. Charter confirmed by the state of Pennsylvania. February 22, 1828. Maryland became a stockolder, March 6, 1828. Corner stone laid, July 4, 1828. Railroad opened to Ellicott's Mills, fourteen miles (horsepower), May 22, 1830. Trial of the first steam locomotive on Baltimore & Ohio railroad, August 25, 1830.

Railroad opened to: Ellicott's Mills, fourteen miles (steam power), August 30, 1830; Frederick, sixty-one miles, December 1 1831; Point of Rocks, sixty-nine miles, April 1, 1832; Harper's Ferry, eighty-one miles, December 1, 1834; Hancock, 123 miles, June 1, 1842; Cumberland, 178 miles, November 5, 1842; Piedmont, 206 miles, July 21, 1851; Fairmont, 302 miles, June 22, 1852. Last spike driven, finished, Baltimore to Wheeling, 279 miles, December 24, 1852. First train reached Wheeling from Baltimore, January 1, 1853. Railroad opened. Baltimore to Wheeling, 379 miles, January

Election of Directors and Officers CINCINNATI, Nov. 28 .- At the fifth annual meeting of the stockholders of the Baltimore, Ohio & Southwestern railway, held at noon today, the following Board of Directors was elected: Edward R. Bacon, W. L. Bull, Edgar T. Welles, Edward R Belle, John K. Davis, Henry W. Poor and Edward Bruce of New York; James Sloan, ir., and Oscar G. Murray of Baltimore; W. W. Peabody, Lowe Emerson and William M. Greene of Cincinnati; Frank W. Tracy of Springfield, Ill.; Augustus B. Ewing of St. Louis and Frincis Pavey of London. The board met later and elected the fol-

BOSTON STORE CLOTHING SALE | SNOW FLURRIES ARE GENERAL president, W. R. Greene; secretary, Edward Bruce; treasurer, William E. Jones; general

counsel, Judon Harmon. The annual report was read and approved. Benedict Co.'s Entire Fall Stock Bought Vice President Greene will remove from at 43c on the Dollar. Baltimore to Chicago and be in charge of the operation of the system. He was for-

merly located here as general manager of 11,000 SUITS, OVERCOATS AND ULSTERS the Big Four and later of the Cincinnati, Hamilton & Dayton.

The Entire Purchase on Sale Now at Half Wholesale Cost to Manufacture, Everything, Every Suit, Overcont or Ulater.

HALF WHOLESALE COST. \$3.90 buys a man's all wool suit, that sold

record for itself as a great conserver of at wholesale for \$8.00. \$5.00 buys a man's all wool suit that sold A fight for the haul of the International at wholesale for \$10.00. Opera company from Omaha to New York \$6.98 buys a man's all wool suit that sold

has been avoided and the business equally at wholesale for \$14.00. divided among the four competing Omaha-\$9.90 buys a man's all wool suit that sold Chicago lines. There are sixty-six members at wholesale for \$20.00. in the company, and fifty-two of them \$12.50 buys a man's all wool suit, that sold went east last evening. Fourteen will stay t wholesale for \$25.00. MEN'S OVERCOATS AND ULSTERS.

in the west and endeavor to organize themselves into a concert company. The division \$2.50 buys a man's chinchilla or fine win give each of the Omaha-Chicago lines beaver overcoat that wholesaled for \$5.00. thirteen passengers, but as none of the \$3.90 buys a man's overcoat or ulster that lines are superstitious they will accept their share and be thankful to get it. East of

PASSENGER POOL IS AIR TIGHT.

International Opera Company Unable to Break Into Low Rates.

kicked over the traces before last evening's

trains left for Chicago the local passenger

association will have made another notable

urday afternoon, however, to find that the

Omaha-Chicago lines had agreed to pool the

business. Efforts to break the agreement

failed, and a division of the business

undoubtedly obtained. If it did the Omaha

Passenger association will have attracted

the favorable notice of general passenger

agents and general managers twice within

thirty days. A scramble for the Midway

and other exposition business out of here, after the big show closed its gates, was pre-

vented, and the Midway denizens compelled

to pay two-thirds regular fare, the business

being divided among all the lines. The

same arrangement has been made for the

Bessie Bonehill's Baggage.

Bessie Bonehill, the popular vaudeville

soubrette, is real mad, and says she is

going to bring suit against an Omaha rail-

road company for heavy damages. She

Sunday morning, but did not get in until

after 3 o'clock on Sunday afternoon, too

late to fill her matinee engagement, and she

could not take part in the evening perfor-

mance because of the non-arrival of her

Bessie selected a circuitous route to travel

rom the Twin Cities to Omaha. She took

the line of the Chicago Great Western from

St. Paul to Marshalltown, Ia. She changed

cars there, coming into Omaha over the

Chicago & Northwestern. She is not quite

certain whether the delay is the fault of the

Great Western, the Northwestern, or the

transfer company at Marshalltown which

hauls passengers and their baggage between

the two stations, but she is surely going to

President Burt's Nephew.

of W. R. McKeen, jr. According to Associated Press dispatches from Terre Haute,

Ind., President Burt has offered McKeen a

position as division superintendent or the

office of assistant superintendent of motive

known of the matter except that McKeen

is President Burt's nephew and is expected

here about January 1. It is believed that

Large Purchase of Coal.

CHICAGO, Nov. 28 .- A Pittsburg special

says J. J. Hill, president of the Great

coal to be delivered during 1899. It is to

be delivered at Sandusky docks for \$1.25 per

ton. This is 25 cents below the price at

which the operators of the Pittsburg dis-

trict could furnish it, and may open the

miners' scale again and lead to strikes in

Pennsylvania, Illinois and Indiana. Pres-

ident Hill, in reply to a telegram, says:

This company does not publish its pur-

Readingtment of Officers.

CINCINNATI, Nov. 28 .- At the annual

& Ohio Southwestern railway here today

more than ordinary interest was felt be-

cause of the retiring of President W. W.

Peabody, who has been so long connected

with the road, and the necessary readjust-

ment of the officers in connection with the

proposed reorganization of the Baltimore &

Ohio road, with which the Baltimore & Ohio

Railroad Notes.

General Passenger Agent Francis of the B. & M. went to St. Louis for a short trip

had his left hand smashed while making a coupling at Gothenburg, Neb., on Sunday.

Island's passenger department is receiving the condolences of his friends over the death of his pet buildog, which he had had as a body guard for twelve years.

The Union Pacific report of the killing of

Miss Anna Weiss by train No. 2 near Portal, Neb., says that she was walking on the track and evidently did not hear the train approaching, as she sat down on the track when the locomotive was within 100 feet of

The sooner a cough or cold is cured with-out harm to the sufferer the better. One Minute Cough Cure quickly cures. Why suf-fer when such a cough cure is within reach? It is pleasant to the taste.

via UNION PACIFIC, for Denver and Colorado points. "Colorado Fast Mail." Leave Omaha 4:35 p. m. today, Arrive Denver 7:35 a. m. tomorrow. "Colorado Special." Leave Omaha 11:55 p. m. today, Arrive Denver 2:55 p. m. tomorrow. City ticket office, 1302 Farnam street.

Card of Thanks.

To each and all of the many kind friends who so kindly assisted our daughter and

sister Blanche during her illness and min-istered to her comfort, we wish to tender our

most earnest and heartfelt thanks. Mr. and Mrs. G. W. Ratekin, daughter, Mrs. M. W. Swain, son, Mr. and Mrs. C. P. Ratekin and

ller Grand European netel new open. Ele-gant rooms, ladies' and gents' cafe and grill room. Cor. 16th and Howard.

The physician of the hygienic department

of the Viavi company will give an informal talk on health, illustrated with handsomely

colored charts, to ladies, at Royal Arcanum hall, Bee building, tomorrow (Wednesday) at

A 10-word want ad costs you but 85 cents for 7 days in the Morning and Evening

DIED.

2:30 p. m. No admittance fee charged.

Mrs. J. L. Ratekin and family.

Two Trains Daily, via UNION PACIFIC,

General Agent Rutherford of the Rock

C. Howard, a Union Pacific brakeman

Southwestern is so closely allied.

on Monday afternoon.

neeting of the stockholders of the Baltimore

chases of coal or other materials."

of the Pennsylvania system.

There is considerable conjecture about

operatic stars.

baggage.

revenue.

Unless some passenger man in Omaha

wholesaled for \$8.00. Chicago the business will be divided among \$5.00 buys a man's overcoat or ulster that the Nickel Plate, the Baltimore & Ohio, the sold at wholesale for \$10.00. Panhandle, the Wabash and the Grand \$7.50 buys a man's overcoat or ulster that wholesaled for \$15.00

There was a prospect for a lively fight \$9.98 buys a man's overcoat or ulster that over the business, and the management of wholesaled for \$20.00. the opera company was happy over the \$12.50 buys a man's overcoat or ulster that chances for low rates should the lines get wholesaled for \$25.00. to fighting over the business. The opera Boys' all wool knee pants suits, from ages manager was somewhat chagrined on Sat-

> Boys' long pants suits, ages 13 to 19 years, at \$2.98, \$3.98 and \$4.98 \$1.50 for boys' chinchilla reefer overcoats. \$1.98 for boys' heavy storm ulsters.

to 15 years, at \$1.25, \$1.50, \$1.98 and \$2.50.

\$2.50 for boys' heavy chinchilla storm ul-\$3.50 for young men's heavy chinchilla storm ulsters

BOSTON STORE, OMAHA, 16th & Douglas Sts.

Announcements. The Walter Orpheum company, which opens the Creighton theater here under the name of the Creighton-Orpheum, Sunday afternoon, December 4, now stands in the same relative position in the vaudeville field as to the Frohmans in the legitimate theatrical field. In using the term legitimate, it does not mean that the vaudeville profession is not looked upon as being a legitimate pro-fession. It is. The word is simply used in theatrical writing to distinguish the two lines of work. Over the Orpheum circuit, now including thirty-two theaters in line from coast to coast, the performers are moved by the controlling hand as are pawns on a chess board. Every theater on the circuit, no matter sow insignificant, is given just as strong acts as are given in eastern cities. Unlike other theatrical com-bines, the salaries of performers are not reduced to the minimum. In the majority of instances the performer who has an act to sell quotes his price and almost always gets it, particularly if it be a unique and novel act. High class vaudeville performers as a class receive more money for their work than those in any other profession.

Report says there con be no mistake as to the success of Willie Collier in "The Man from Mexico" in compassing the chief end of farce—to make laughter. Decidedly "it is to laugh" at this adaptation from the French of Gondinet and Bisson, which is appropried for presentation in this city the French of Gondinet and Bisson, which is announced for presentation in this city at the Boyd three nights, commencing Thursday, December 1. When the farce was originally produced at Hoyt's theater, New York where it ran for months, H. A. DuSouchet, its author, was congratulated on scoring another success. Willie Collier and the members of the Smyth and Rice company throughout are said to be competent and have the load-and-firecompetent and have the load-and-fire-again, keep-the-pot-boiling-action of the farce well in hand.

Regular theater goers will be pleased with department. Until April last he was general | this week's bill at the Trocadero. The old faces seen in new acts are Bessie Bonehill, who made "192" the great success it was; Frank McNish, the old-time minstrel, appears with Rosie Albro in a clever sketch, foreman of the shops of the Vandalia branch introducing their "Silence in Fun;" Mr. and Mrs. Harry Butterworth give a laughable farce entitled "A Royal Visitor;" the Century quartet; Kurtz, the cowboy manipulator; Perez and King, Serra and "The Northern, has made an agreement with Pittsburg coal dealers for 1,500,000 tons of

> Soldiers Snubbed at Church. FORT CROOK, Neb., Nov. 28.—To the Editor of The Bee: After having walked through the snow over a drifted road to at-tend the morning service at the Bellevue Presbyterian church a few companions and myself were given a very cool reception After we were seated we were informed that soldiers were not allowed to sit with the rest of the congregation and were allotted a seat in the rear of the others. I inferred that our presence was a nulsance and im-mediately left the church and plodded back mediately left the church and plodded back to the barracks. We spent a most enjoyable Sunday morning, I assure you. Before leaving I noticed a dog propped up in a seat beside its mistress. There was nothing said to the dog, however, which plainly shows that dogs hold the preference of the saintly Bellevueans.
>
> A short time ago the Bellevue people seemed very desirous to have us attend their meetings—judging from the innumerable invitations sent us by them and their

ble invitations sent us by them and their I would like to know the cause of their

I would like to kind us. strange attitude toward us. W. A. CLARK. Ask Us Something Easy.

OMAHA, Nov. 28.—To the Editor of The Bee: Will you kindly inform the undersigned and numerous others whether the Hon. John L. Webster, candidate for United States senator, has invited the prince of Wales to participate at his banquet. We believe his royal highness would be highly honored to dine with Webster and listen to the oration of the candidate advocating annexing anything and everything to this republic so that it would appear Anglo-Saxon. God save the republic!

JAMES REDDAN.

Your Husband Won't Fall Dead but he will, no doubt, be very much sur-

prised if you, in your quiet winning way, suggest that you think it best for him to hereafter do his drinking at home. It will please him! All men like

KRUG CABINET

and they won't have to "sneak it" if you will allow him to enjoy a glass at home-It will do you a world of good-the moderate use of it. Suggest it and note its effect. You'll probably make a different man of him. A good place to get it would be from any of our agents.

Fred Krug Brewing Co., Telephone, 420. - - - 1007 Jackson OMAHA, NEB.

Scofield's



\$7.50

These Cloaks are lined and the bes for the money shown anywhere.

Big Storm in Sight in the

West at Present.

"Snow flurries have been quite general

over the entire porthwest, but there have

been no severe storms, and what is more,"

remarked Local Forecast Official Welsh of

the weather bureau, "there are none in

The weather map issued vesterday indicates

an unsettled condition of weather over the

Missouri and Mississippi valleys, with warm

waves in spots. The same conditions prevail

throughout the United States, with the ex-

ception of along the north Atlantic coast

where a blizzard has been raging which is

presumed to be the tall-end of the storm

While Local Official Welsh is not saying

word about the prospects of a severe

winter, there are a number of old-timers

about the Government building who are

willing and anxious to stake their reputa-

tions that this winter will go down into

history as a record breaker for cold. They

say that way back about 1856 there was a

winter where the first snow fell early in

October and continued on the ground until

the following May. They add that this

winter resembles the fore part of that one

HOMESEEKERS' EXCURSIONS

Via the Wabash R. R.

tickets to nearly all points south at one fare plus \$2. Tourist tickets to Hot Springs.

plus \$2. Tourist tickets to Hot Springs Ark., and all the winter resorts of the south

now on sale. For routes, tickets and fur-ther information call on or write G. N.

Clayton, N. W. P. agent, room 302, Kar-bach block, Omaha, Neb.

The New Mercer Hotel.

We can board you this winter cheaper than you can keep house. Electric light, steam heat, fifty baths.

F. C. Johnson's sweet cider. Ask your

On December 6 to 20 the Wabash will sell

in about every particular.

that visited this section last week.

sight at this time."

New Silk Waists \$3.95. Fur Coats, Fur Capes and Fur Collarettes.

J.K.SCOFIELD CLOAK&SUITCO. 1510 Douglas St.

Our Award at the Transmississippi ExpositionExclusive.

Highest Award on Beer

Reads our diploma a positive distinction and above all other awards. In addition to the above we also received the gold medal.

> OUR **BLUE RIBBON** BEER

Is the leading bottled beer in Nebraska. More of it sold than any other, which facproves its superiority.

Omaha Brewing Association. Telephone 1260.

IS YOUR DOG SICK?



Sherman's Tonic Tablets for dogs, box
The above are what your dog needs if he won't eat and has the dumps.
Areca Nut Worm Tablets, box 50c
Distemper Powder, box 50c
Sherman's Dog Shampso, bottle 25c
Write for catalogue.

Sherman & McGonnell Drug Co,. 1513 Dodge St. Omaha, Neb.

Davis Collamore

& CO. LIA

Importers of

RARE CHINA, ARTISTIC LAMPS, RICH GILDED AND INTAGLIO GLASSWARE, PLATES AND BRIC-A-BRAC.

Broadway and 21st Street, NEW YORK.

HABIB J. FARAH

Has removed his entire stock of fine Oriental Goods from the Streets of All Nations to

1319 Farnam Street. This is the largest collection of

ALLENSPACH—Henry A., November 26, 1898. Funeral Wednesday afternoon, November 30, at 2 o'clock from his father's residence, J. A. Allenspach, 602 N. 17th street, Interment, Forest Lawn Cemetery, Friends invited.
WELZENBACH—Mrs. J. A., at her home, Davenport, Ia. Sunday, at 10 p. m. Funeral at 2 p. m., Wednesday, Davenport, Ia. ever brought to this city-and will be on display for a short time only. Those who wish something extra nice for a Christhas present should call early and

Great Reefers --Porecaster Welsh Says There is No

This is your last chance to read about our Boys' Ulsters and Reefers before Christmas time. We would impress on parents the desirability of buying them now. Today we can show complete lines in all sized and at all prices from \$1.25 up to \$4.50. The \$1.25 line consists of Blue and Black Reefers made from heavy Chinchilla, double-breasted, with either plain or brass buttons, and a much better coat than you could possibly imagine without seeing it. At \$2.50 we have a complete line of handsome Chinchilla Reefers in otter-brown color, heavy, soft,

You can think of the best coat you ever bought for \$2.50. It's better than that. Think of the best you ever bought for \$3.00. It's better than that. Think of the best you ever saw for \$4.50. It's almost as good as that. These coats are so good that if our price tags were not on them we could get four dollars for them and mothers would think they were pretty good value at that. We will have something to say about Boys' Ulsters tomorrow. Meantime come in and see those Reefers If you want one for a Christmas present we will lay it away.

Nebraska Clothung Co

Cloaks For Stout or Extra Size Men,

Just closed out to us by Hart, Schaffner & Marx, the famous Chicago makers of the finest clothing.

600 stout and extra size

Overcoats and Ulsters

in kerseys, patent beavers, freizes and meltons-no matter how short, or how tall, or how stout you are, you can be fitted perfectly from this big stock made especially for extra size men-besides you save money, as we are selling this lot at special prices. There are three grades to select from at

\$7.50, \$10 and \$15.

In regular size overcoats and ulsters we show an enormous assortment at \$3.75, \$5, \$7.50, \$8.75, \$10, \$12.50, \$15 and up to \$22.50. We cut the prices at both ends-the buying end and the selling end. Manufacturers make us their best cash figures on large quantities and when we sell we're satisfied with small profits. You save about one third the usual price by buying here.

ENORMOUS PANTS SALE.

Nearly g000 pairs of men's fine pants in all wool cheviots and Brumbach cassimers' will be on sale here all this week A large assortment of finest imported corduroys, all shades, in this purchase. Absolutely the most perfect garments made, made up by one of the foremost manufacturers in America, continuous waist band, double stitched with best silk thread, buttons sewed on to stay, cut on fashionable lines, perfect in fit and workmanship, every pair warranted worth from \$2.50 to \$3.50, Prices \$1.25 and \$1.75. Absolutely the greatest pants sale of the year.

Great Cap Sale—See the big cap values we give now.

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