CANNOT AGREE UPON RATES

Transcontinental Lines Are Confronted by Many Problems.

SOUTHERN PACIFIC URGES ITS DEMANDS

Ogden Gateway Lines Hold Out for a Flat Rate to the National Educational Association Meeting.

If rates to the Pacific coast are not demoralized next summer it will be because there is more harmony among the transcontinental lines than existed last night when the meeting of passenger men adjourned over until this morning. There are three matters before the meeting on which there is a vast difference of opinion, any one of them being sufficient to cause a break in all agreements as to rates to the National Educational association meeting at Los Angeles in July. Two of these are in the hands of the Southern Pacific and the other is controlled by the Northern Pacific and the Great Northern. The Southern Pacific demands a differential of $5 on all traffic through the Ogden gateway, returning by Portland, for the double haul from San Francisco to Los Angeles and return and it demands a larger percentage of the business than the other roads are willing to give. The northern roads demand the right to make the same rate to Portland that is made to Los Angeles to protect their business to that point. After these demands had been submitted to the meeting an adjournment was taken until this morning to give the representatives of the different roads time to think over the matter.

With sixteen roads represented at the meeting, fourteen of them favor the report of a committee, appointed for the purpose, fixing a straight rate of one fare for the round trip, plus $2, for the National Educational association meeting, while two roads object. One of the objectors is the Santa Fe and the other is the Southern Pacific. Because of this attitude of the minority, the other roads had to wait until evening before making a final decision, or until R. A. Donaldson of San Francisco, assistant general passenger agent for the Southern Pacific, arrived in the city.

Two New Faces Appear.

When the meeting was called to order in the morning only two new faces were present. These were G. H. MacRae of St. Paul, assistant general passenger agent for the Omaha, and T. E. Fisher of Denver, assistant general passenger agent for the Colorado Southern. The representatives from the Pacific coast and Utah who had been snowbound, among them Mr. Donaldson, had not yet arrived in the city and it was announced that they could not reach here before some time last evening. The meeting thus found itself where it had to go on without these absentees, or take another adjournment. It was decided to hear the report of the committee appointed Tuesday.

This report, as was expected, recommended a one-fare rate for the round trip to Los Angeles, plus $2, to apply to all roads, whether the route adopted was through Ogden or by the southern lines. The selling dates for the tickets were recommended for June 26-28, and July 3-8, the final return limit being September 4. The allowing of only nine days previous to the educational meeting for the selling of tickets is reported to be something in the shape of a concession to the Southern Pacific and the Santa Fe, to compensate them for the probable loss of the differentials, as this is reported to have been another of their demands in regard to this particular traffic.

The report of the committee, while generally satisfactory to the other fourteen roads, caused some little complaint from the two southern representatives, and after talking the subject over all morning it was found nothing could be done until Mr. Donaldson arrived, who would definitely announce the position of his road.

Make Them Second-Class.

The meeting adopted resolutions that the one way rate recently put in for homeseekers to Pacific coast points should on March 21 be applied only to second-class tickets. This is the only excursion in the future to which the one way rate is advertised to apply. It was also recommended that the round trip rate to the same points after May 1 should apply to second-class tickets. Both of these recommendations will be adopted by the roads without much complaint.

A committee representing the Greater America Exposition, composed of President George L. Miller, Secretary Dudley Smith, P. E. Iler and William Hayden, appeared before the meeting. The officers outlined their intentions regarding the exposition next summer and asked the railroaders to make a fair rate for the enterprise. They were informed that the subject would be brought up later at a meeting of the Omaha lines, as many of the roads present at this meeting would not be affected by the exposition.

During the afternoon meeting matters pertaining to the transmissouri roads were considered, rates for the summer tourist business to Colorado being the special subject. After some deliberation it was decided that the rates to Pueblo, Colorado Springs and other Colorado resorts should be the same as last summer, $25 for the round trip. The selling dates for these tickets will begin June 1 and continue to September 15, the final return limit being fixed as October 1.

No Cut on Government Business.

A telegram was received from the Southern Passenger association, asking what rates should be made for the transportation of troops now in the south to the Pacific coast in the next movement to the Philippine islands. The meeting authorized a reply that the usual rates should be made for such business, subject to the customary discount for land grant and bond-aided roads.

This virtually completed the business of the transmissouri roads and the meeting adjourned until evening.

During the day there was a noticeable effort by representatives of Chicago lines to have the meeting adjourn over to meet in that city today. A mass meeting of western roads was called for Chicago today to make a final effort to close up an agreement for the Western Passenger association and the Chicago men desired to be present and wanted the other representatives to go along. The transmissouri roads as a rule do not feel kindly toward the Western Passenger association and their representatives did not hesitate to declare they would not go to Chicago and that if the business for which the meeting was called in Omaha was not transacted now it would not be transacted at all. This put a stop to the adjourning over idea and the Chicago meeting will have to be put over till some future day.

When the delayed Union Pacific trains arrived here last evening they brought to the city R. A. Donaldson of the Southern Pacific, F. A. Wadleigh of Salt Lake City, general passenger agent for the Rio Grande Western, and D. E. Burley of Salt Lake City, general passenger agent for the Oregon Short Line. This completed the representation for the interested roads at the present meeting.

Shortly after 9 o'clock the traffic men again went into conference and the proceedings of the earlier sessions were read to the newly arrived representatives. Business then began to be interesting.

Southern Pacific Speaks Out.

The Southern Pacific soon made its demands known. It held it was justified in charging $5 extra for the traffic through the Ogden gateway, which was to return by Portland on account of the double haul between San Francisco and Los Angeles, where, for the Southern Pacific's own business and that of the Santa Fe, destined to return through Portland, there was but one haul between those two cities. It also insisted on its demand for a large share of the business to Los Angeles and indicated that it would stand pat.

The Santa Fe, while not directly concerned in the demands of the Southern Pacific, is indirectly interested, for if the latter road makes its differential demands good, it will be a direct benefit to the former road through the fortunate location of its line, where it will not be necessary for it to provide a double haul on its traffic returning through Portland. It therefore sat back in a position of armed neutrality.

The two northern lines then had a hearing. As they were not in position to expect much traffic to Los Angeles and did have certain business which needed protection from the low rates to southern California, they demanded the right to make the same rate to Portland that the southern roads made to Los Angeles. The roads which use the Ogden gateway, and which have equal facilities for reaching either Los Angeles or Portland, naturally felt that their traffic to the northwest would also need protection and among these various situations a condition was presented. It was then that the meeting decided to adjourn over until this morning.

None of the railroad men would discuss the outlook for an agreement last night after the adjournment. It was recognized that the Southern Pacific was in a position to enforce its demands and the northern lines are in a position to enforce their demands, while the other roads are in a position to meet the rates made to either of the objective points. The outcome generally looked for is that the Southern Pacific will get all its demands, Portland will have equal rates with Los Angeles, while the Ogden gateway lines will have to use the argument that these routes are the most desirable for mid-summer travel to Los Angeles to secure their share of the traffic to the educational meeting.

COMES IN WITH A NEW TRAIN.

Omaha Road Puts on New Equipment Between Here and St. Paul.

When the St. Paul express on the Omaha road came in yesterday morning visitors at the Webster street depot had an opportunity to see the new equipment which the company has put on for this service, and which was used for the first time. The baggage car, two day coaches and a diner were all new, being built in the company's own shop at Hudson, Wis. The newness of the cars is apparent at first glance. The paint is without a scratch, while the varnish mirrorizes the whole equipment, inside and out. The finishing is in good taste and graceful, the diner particularly being attractive and comfortable.

The vestibules and interior of coaches are of birch, finished in imitation of mahogany. The dining car has the same finish, and is also furnished with plate-glass mirrors, fine linen and dainty dishes. The entire train is lighted with Pintsch gas, and is heated by steam. The cars, save the sleeper, are painted a bright yellow, the standard color of the Northwestern system. The sleeping car is of course a Wagner, almost new, and comports fittingly with the balance of the train in style, finish and convenience.

The entire train is fitted with the perfected safety vestibule, which brings all the cars, from baggage to sleeping car, practically under the same roof, enabling passengers to go from one car to another without exposure to the weather. These are the wide vestibules, being the full width of the car platform, finished in plate glass, making a cozy observation room at each end of the car. Instead of the usual slide shutters on ordinary coaches, these cars are furnished with cloth sliding shades, the same as used on first-class sleeping cars.

This new equipment is carried on this train both ways, arriving here at 9 a. m., and leaving for the north at 5:55 p. m. The dining car is carried between Omaha and Emerson, serving breakfast coming down, and supper going north. The character of this equipment is said to be second only to the "Northwestern Limited" between Chicago and St. Paul, which has long had the reputation of being one of the finest trains in the country.

G. H. MacRae of St. Paul, assistant general passenger agent for the Omaha, accompanied the train to this city, and took pride in showing it to visitors, it being kept intact for more than an hour after its arrival at the Webster street station, that it could be examined in just the condition in which it is operated. Mr. MacRae attended the meeting of the passenger men in this city during the day, and last evening left for Chicago.

LEGALITY OF TERMINAL CHARGES.

Chicago Roads to Try the Question in Court Again.

Chicago roads are to have another turn at the legality of the terminal charge made on live stock at the stock yards in that city. The fight on this point has been waged intermittently for five years between these roads and the shippers to that market. The railroads won in the state courts and before the Illinois Railroad and Warehouse commission, but lost before the Interstate Commerce commission. The latter ruled that the switching charge of $2 on every car of live stock was illegal and ordered the railroads to discontinue it on penalty of a per diem. This ruling was rendered over a year ago, but the railroads ignored it.

The United States district attorney at Chicago has brought suit against nine roads, including the Burlington, Northwestern, Milwaukee, Rock Island and Illinois Central, in the name of the Interstate Commerce commission, asking an injunction preventing them from collecting the obnoxious tax. Judge Seaman of the United States court has ordered the defendants to answer on or before March 20.

Great Northern Carrying Colonists.

It is reported that the Great Northern has arranged to move between 4,000 and 5,000 colonists from the east to lands in North Dakota this month. The colonists are to gather in Chicago and will leave that city March 22 for the northwest. This colony will be the largest that has yet been brought to the northwest and will require four full trains to transport it, in addition to perhaps 100 cars to move its effects. These people are largely composed of Dunkards, although there is a large sprinkling of other denominations among them. They come from Virginia, Maryland, Pennsylvania, Ohio, Indiana, Illinois, Michigan and Wisconsin, and will be located along the Great Northern in the Mouse river valley, scattering out in the vicinity of Cando, Rollo, Tower and Willow City, west of Devil's lake.

RIO GRANDE TO BRANCH OUT.

Stockholders' Consent is Sought to Issue Bonds for Improvements.

NEW YORK, March 8.—George Foster Peabody, first vice president of the Rio Grande Western Railway company, today issued a circular letter to the stockholders saying that the directors have found it necessary, during the last year or two, to order additional equipment to handle properly the increased tonnage, both local and through, which the improving business of the country has brought to the road. Since June 30, 1898, there has been ordered an additional equipment, about $200,000 in value, soon to be delivered, and the general manager now recommends that at least as much more be ordered. He also recommends that some additional branches and extensions should be promptly constructed. Those stated to be immediately important are a branch up the Provo river canyon and an extension of the Pleasant Valley branch to additional coal mines which are being opened in that field to supply the growing western market—a total of twenty-five miles.

The circular advocates the authorization of $10,000,000 consolidated 4 per cent bonds to exchange for existing branch lines mortgaged, to acquire Utah Central bonds to build twenty-five miles of new branches and provide for future improvements and additions. The directors have already authorized an issue of $1,500,000 to discharge car trusts and undertake pending construction, and have sold them to bankers.

SHIP CANAL NEARLY COMPLETED.

Dimensions of Port Arthur Ditch the Same as the Suez Canal.

PORT ARTHUR, Tex., March 8.—The Port Arthur ship canal will be practically completed about the 20th inst., when it is proposed to celebrate the event in a fitting manner. The canal was designed and constructed by Robert Gilham, general manager and chief engineer of the Kansas City, Pittsburg & Gulf railroad. A. E. Stillwell, president of the road, first suggested the canal and interested J. de Goeijen, jr., of Amsterdam, Holland, a large foreign holder of the road's securities. The plans, prepared by Mr. Gilham, were approved by foreign engineering experts and the work was begun during the spring of 1896. The canal is designed to extend deep water from the Sabine Pass to Port Arthur, the former having a depth of twenty-five feet over the bar. The dimensions are the same as those of the Suez canal—183 feet wide and with a depth of twenty-five feet. It is seven and one-half miles long. The excavations were made by hydraulic dredges, the work involving the dredging of 14,000,000 yards of clay, etc. Extensive ship basins, slips, docks, warehouses and a large grain elevator are in course of construction. Considerable export business has already been done at Port Arthur and when the canal is completed additional steamship lines will be established. The harbor is landlocked and an excellent one.

INTERESTING TO THE CLERGYMEN.

No More Half-Fare Tickets for the Long Trips.

Clergymen will not be allowed a permit which will entitle them to half-fare rates on either eastern or western lines. The railroads have been caring for the cloth in their individual territory, but lately some of the western ministers asked that a general permit be issued which would entitle them to half rates on any road. They advanced as a reason why this should be done that they frequently had to make long trips strictly in the line of their profession, and the one general permit would be a great accommodation to them.

The conservative eastern roads, however, took a mercenary view of the proposition, and replied that most of the long trips were taken while the ministers were on their vacations, and they were technically not entitled to any permit at such times. The eastern lines, having the last play and holding the trump cards, turned down the proposition, and clerical permits will continue to be issued as in the past.

SALE OF MISSOURI PACIFIC BONDS.

Six Million Dollars Worth of Five Per Cents Disposed Of.

NEW YORK, March 8.—M. Goldman, Sachs & Co. today announced the completed negotiations by which $6,000,000 of the Missouri Pacific 5 per cent trust bonds owned by the estate of the late Jay Gould were sold to a syndicate of capitalists. This sale covers nearly half of the entire issue, of which $4,735,000 are now outstanding. These bonds were issued in 1887 and Jay Gould, then president of the company, bought the amount sold this week. It is believed that the sale was made slightly above the ruling market price, which was 91 today.

Movement of Homeseekers.

Homeseeker's traffic for the last two days, while larger than for some time past, has been something of a disappointment to the railway men. The new rates to Pacific coast points did not attract the business which was expected, but this is explained on the score that the existence of the rates was not generally known. Quite a number of people from this vicinity who had contemplated a trip to the northwest deferred it a few days to get the benefit of the low rates, but they are not classed as part of the homeseeker's traffic. The trains to the west Tuesday afternoon and yesterday were heavily loaded, and the Burlington had to put on an extra coach to accommodate the travel, but the greater portion of it was going to Nebraska points, showing that even phenomenally low rates to the Pacific coast could not divert the homeseekers from Nebraska's fertile plains.

Pushing Work on the Depot.

Work on the Union Pacific depot and express buildings continues to move along apace. The depot has reached a height level with the second floor, and will be carried up as rapidly as bricklayers can work their hands. From now on the structure will begin to assume shape, and will soon present some semblance of the style it takes when completed. It is only the depot building which will carry two stories, and a portion of it will be higher than that, and even more conspicuous than the main portion of the Burlington depot, if the architect is to be believed. The express building east of the depot is being roofed, and the important part of the construction here is about complete. The weather is becoming more favorable for steady work and the contractors do not look for any further interruptions on that account.

Trains Are Moving Now.

Reports from the west received at the Union Pacific offices are that the snowbound trains are all being moved. The drifts which have stopped traffic on this line in the far west for three days have been cut through and regular service to the coast is again promised. The trains which had been blockaded arrived in Omaha last night. There were six or eight of them and they were stringing through the city between 5 and 9 o'clock. During the blockade the passengers on the trains have been cared for by the company, which of itself entails an expense aside from that incident to the stoppage of traffic of all kinds for that length of time.

Helps Ontario-Yukon Route.

TORONTO, Ont., March 8.—The railway committee of the Ontario legislature has passed the bill relating to the Sault Ste Marie & Hudson Bay railway, which is the beginning of the scheme to connect Ontario with the Yukon by way of Hudson bay, Chesterfield inlet and the chain of northern great lakes and rivers.

Railway Notes and Personals.

T. M. Schumacher of Chicago, general manager of the Continental Fruit express, is a visitor in Omaha.

L. Bausch, traveling passenger agent for the Mobile & Ohio, with headquarters at St. Louis, is in Omaha.

S. F. Randolph of St. Louis, traveling passenger agent for the Baltimore & Ohio Southwestern, is in the city.

The shops at Cheyenne now employ over 500 men, which is an increase of over 250 over the force at work there a year ago. The shops are rushed with work and during a portion of the time run day and night.

Kentucky railroad men will meet at Louisville in a few days to organize an open and vigorous campaign against any candidate for governor in that state who favors what is known there as the McChord railroad bill.

A special train of seven Pullman cars and a diner, carrying a Boston excursion party of 104 people, passed east over the Rock Island and through this city Wednesday afternoon. The excursionists had been to California.

Men are now at work putting up snow fence from Laramie west. The fence is erected on top of drifts already formed, so as to catch any additional snow which may come sailing across the plains during the balance of the winter.

As indicating the growth in the railroad business, and the better times which have come to the roads, the Baldwin Locomotive works in Philadelphia have so far this year booked orders for 600 locomotives of all sizes, against 754 for the entire year of 1898.

IS ALUM POISONOUS?

Whitens the Baker's Bread, but Plays Havoc with the Stomach of the Consumer.

Alum is used by many bakers to whiten their bread, enabling them to use an inferior flour, and it is also employed as a cheap substitute for cream of tartar in the manufacture of baking powder. Its use in bread and baking powder is very detrimental to health, producing dyspepsia and obstinate constipation, and under certain conditions of the human system results in poisoning. What these conditions are so far as each individual is concerned can only be surmised; some peculiarity of the system producing a morbid change in the secretions of the stomach with which the alum combines and forms an active poison; or, the secretions may be healthy, but in abnormal proportions, and these lesser or greater proportions in combination with the alum constitute a poison just as two parts of mercury and two parts of chlorine form calomel, which is not poisonous, while one part of mercury and two parts of chlorine yield corrosive sublimate, which is a most deadly poison.

...AMUSEMENTS...

The Misses Dora and Mable Swearingen and Lillian Kauble, local young women, made a most promising entrance into the realm of vaudeville at the matinee at the Orpheum yesterday. Aside from a very noticeable tremor in their voices during their singing the trio appeared as self-possessed and as confident as old performers. Certainly their fright, if they felt any, was not apparent in their dancing, which compared favorably with that of similar dancing seen often at the local theaters. Their costumes were in keeping with their dances. In the skirt dance they wore filmy silk gowns of different colored silk and danced in the rays of a calcium light. With the confidence that experience will bring them the young women give promise of making good performers.

For frost bites, burns, indolent sores, eczema, skin disease, and especially Piles, De Witt's Witch Hazel Salve stands first and best. Look out for dishonest people who try to imitate and counterfeit it. It's their endorsement of a good article.

IDEAS OF A BRIGHT JAPANESE

Lieutenant Commander Fujita of the Navy Stops Over in Omaha on Business.

Lieutenant Commander Tsunetaka Fujita of the Japanese navy, who has been acting naval attache for his government in this country since last June, supervising the construction of the two battleships, the contracts for which were secured by American builders, is in the city, having arrived last evening on his way from San Francisco to Washington, D. C. His object in stopping off at Omaha is to go through the South Omaha packing plants and gather data respecting the canning of meats. For this purpose he carries official letters of introduction to the Swift, Armour, Hammond and Cudahy companies, and he will devote the most of today to them.

One of the men-of-war has just been completed by the Union Iron works of San Francisco. Mr. Fujita went there to inspect the ship and see it turned over to Captain Sakarai. It is an unarmored, protected cruiser of the second class and cost his government $1,600,000. The model was made after Japanese plans. Since it has been launched it has been manned with about 200 officers and seamen.

"We have named the ship the 'Chito-Se'," said Mr. Fujita at the Millard last evening. "The literal translation of this is 'Thousand Years', but it really means 'enduring' or 'eternal'. Her burden is 5,000 tons. She carries two eight-inch shielded quick firing guns, one fore and the other aft, ten 4.7-inch quick fire broadsiders, twelve 12-pounders, four 2½-pounders, and five torpedo tubes. We are very proud of her. I do not think there are any shipbuilders in the world equal to the Americans. The Union Iron works builded the Oregon and you know what a fine vessel she is."

Part of Mr. Fujita's duties at San Francisco were to pay the Scotts also. General Manager Irving Scott of the Union Iron works secured the contract for the ship some years ago while on a visit to Japan. The other ship was builded by the Cramps at Philadelphia. It is a sister ship to the one just launched at San Francisco and is called the "Kasagi," after a sacred mountain of Japan. "The guns," Mr. Fujita explained further, "will be furnished in Japan. Some of them were made in my country, but the Armstrongs, of course, were brought from England. The 'Chito-Se' will sail from San Francisco about the last of this month.

"I see by the papers we get from my country at our legation in Washington," he continued, touching upon the Philippine question, "that our people seem very favorable to the United States annexing the Philippines. The reasons for this are that the two nations are very friendly and it is well known that this country is for peace, whereas other countries cannot always be said to have pacific intentions."

Mr. Fujita speaks good English. He says the English language is now generally taught in the Japanese schools. He learned the language at home. During the war with China he was Admiral Ito's secretary. Asked what his opinion was of the prospective partition of China by the European nations he said, with some diplomacy:

"Well, you know, I do not have any opinion about that question, as I am a soldier," (meaning he is a fighting man and not a politician). His government, he remarked, is most interested in improving the status of Japan as a power among the nations, and for this reason nothing is being overlooked that will tend to increase the efficiency of the army and navy. Hence his mission to the packing houses today to investigate the meat canning industry. The Japanese government intends to introduce canned meats into the naval regime.

America makes the finest brand of champagne, Cook's Imperial Extra Dry. It is delicious, fruity and pure.

FAVOR ONE IMMENSE SHOW

Greater America Exposition and State Fair Officials Get Together.

ALL UNITE UPON THE PLAN OF ACTION

Committees to Be Named to Bring About a Union of Two Great Enterprises for This Season.

At a conference between the managers of the Greater America Exposition and the officers of the Nebraska State Agricultural association held at the Murray hotel Wednesday night it was practically decided that both organizations will unite to merge the State fair of 1899 into the exposition. The sentiment seemed to be unanimously in favor of this course on both sides and committees representing each interest will get together as soon as practicable to map out the general plan under which the dual organization will be accomplished.

The exposition was represented by President Miller, Secretary Smith, E. Rosewater of the advisory committee and J. B. Kitchen, H. J. Penfold, W. H. Hayden and P. E. Iler of the executive committee. President Bassett and Secretary Furnas and all the members of the board of managers were present in behalf of the state board. President Miller presided and the early part of the evening was largely occupied by a general discussion of the scope and progress of the exposition and the benefits to be derived by concerted action on the part of the exposition management and the state board. It was urged that it would be inexpedient to hold two shows in Nebraska at the same time and that each exhibition could be made more elaborate and brought to the notice of a greater number of people by holding them both on the exposition grounds.

Committees to Be Announced.

The members of the state board expressed themselves very emphatically in favor of the project and the only question at issue was the manner in which the union of the two enterprises is to be brought about. President Bassett and other members of the state board suggested that this was a matter that would require some serious consideration before a tangible plan could be suggested and it was finally decided to appoint a committee of three from each body to devise a plan and report at a subsequent meeting. Messrs. Rosewater, Iler and Penfold were designated to represent the exposition and President Bassett announced that the members of the state board will get together and announce their committee today. The two committees will get together at the earliest possible date. The general trend of opinion as expressed last night was to the effect that certain buildings, including Agriculture, Horticulture, Apiary, etc., should be turned over to the state board entire, thus avoiding any conflict between the two organizations.

The members of the state board will lunch with the executive committee at the Paxton cafe today.

At a late hour the Board of Managers of the State Agricultural society selected as its committee to confer with a similar committee from the Greater America Exposition executive committee the names of ex-Governor Robert W. Furnas of Brownville, S. C. Bassett of Gibbon and J. B. Dinsmore of Sutton. The committee chosen to represent the exposition was H. J. Penfold, Edward Rosewater and Peter E. Iler.

PERSONAL PARAGRAPHS.

G. M. Lambertson of Lincoln spent yesterday in Omaha.

Rev. Thomas Cooper of Kansas City is at the Iler Grand.

R. F. Kloke of West Point, a merchant, is at the Iler Grand.

A. E. Jones, a merchant of Carbon, Ia., is a guest at the Murray.

F. Sonnenschein of West Point was a guest yesterday at the Millard.

John H. Meyers of London, Eng., a capitolist, is at the Iler Grand.

George Bogart, a banker of Shenandoah, Ia., was in the city yesterday.

George A. McNutt of the "Katy," Kansas City, is at the Iler Grand hotel.

Charley B. Bradley of Casper, Wyo., a cattle dealer, is at the Iler Grand.

L. Rausch of St. Louis and S. F. Randolph, two Mobile & Ohio railroad men, are at the Iler Grand.

J. H. Bridge of the Overland Magazine, San Francisco, was among last night's arrivals at the Millard.

S. Saunders of Bloomfield, Neb., a merchant recently married, is spending a few days at the Iler Grand.

Ex-Governor Robert W. Furnas of Brownville, Austin Humphrey, proprietor of the Lincoln at Lincoln; J. B. Dinsmore of Sutton, Milton Doolittle, North Platte; E. L. Vance, Pawnee City, and S. C. Bassett of Gibbon were all at the Murray yesterday evening to attend the meeting of the board of managers of the State Agricultural society.

Nebraskans at the hotels—E. H. Stein, Friend; Willard Kimball and wife, Lincoln; L. B. Howey, Charles F. King, Beatrice; T. R. Alter, Grand Island; John F. Brady, Atkinson; Alex McQueen, Silver Creek; L. Roberts, Norfolk; Alex Scott, Stromsburg; M. J. Abbott, Hayes Center; N. J. Kubbins, Shelton; E. P. Locke, Nebraska City; H. Hughes, Columbus.

At the Klondike: J. Andrews, Kansas City; D. O'Hanlon, Sam Peterson, Charles S. Walker, Sioux City; P. Davis, Mason City, Ia.; J. E. Miles, Niobrara; Burt Butterfield, Shelby; Henry Howard, Ewington, Minn.; J. Tolbert, Charles Harris, Frank Ward, Kansas City; James Howarth and family, Oakdale; Frank Hamilton, Sioux City; F. P. Murphy and wife, Dubuque; Harry Demerest, Talmage; J. P. Pressgrove, Blair.

A large number of stockmen are in the city to attend the Aberdeen-Angus sale of M. E. Evans of Emerson, Ia., at South Omaha. Among them are: Wallace Estell of Estell, Mo.; W. R. Pleak and B. F. Baker of Adams, Ind.; W. J. Cox of El Paso, Tex.; S. E. Lautz of Carlock, Ill.; W. E. Singer of Mount English, Ia.; J. H. Sheehan of Bogart, Mo.; J. W. Reedy of Beresford, S. D.; C. H. Gardner of Hamburg, Ia.; J. R. Hickox of Deadwood; H. A. Dike of Cedar Rapids, Ia.; T. J. Lesher of Lansing, Ia., and J. S. Sanborn of Pukwana, S. D.

At the Murray—D. M. Creal, H. Jones, Clarin, Ia.; W. C. Brown, Chicago; J. F. Knight, J. Freil, New York; Alex Q. Smith, Burlington, Ia.; J. S. Russell, Sioux City; J. F. Renfrew, Chicago; Robert W. Furnas, Brownville; J. B. Dinsmore, Sutton; A. Humphrey, Lincoln; F. W. Boyd, Idaho; Hamilton Wilson, Griswold, Ia.; D. Marks, New York; E. L. Vance, Pawnee City; S. C. Bassett, Gibbon; Thomas R. Creede, New York; D. G. Robinson, Denver; Milton Doolittle, North Platte; E. J. Dykins, Chicago; Con Kirk, Columbus; A. E. Jones, Carbon, Ia.; W. J. Hysham, Broken Bow.

At the Millard—T. E. Fisher, Denver; A. L. Williams, Topeka; T. Hazelton, St. Louis; A. N. Davidson, Brooklyn; J. G. Drew, A. C. Hinerly, St. Joseph; H. T. Madigan, Charles S. Kennedy, Chicago; W. F. Monaghan, Topeka; George W. Calder, Chicago; James Best, Minneapolis; S. E. Lantz, Carlock, Ill.; George H. Thummel, Grand Island; Wallace Estell, Estell, Mo.; William R. Pleak, Adams, Ind.; J. R. Hickox and wife, Deadwood; H. A. Dike, Cedar Rapids, Ia.; D. E. Burley, Salt Lake; Thomas Harrigan, New York; J. H. Bridge, San Francisco; T. J. Lesher, Lansing, Ia.; J. S. Sanborn, Pukwana, S. D.; J. H. McCormack, Chicago; A. T. Johnson, Miss Johnson, Eustis, Neb.; H. A. Walker, Chicago; Miss M. M. Smith, Chicago; J. J. Pollack, Idaho; F. Sonnenschein, West Point; G. F. Park, W. G. Pollack, Sidney J. Oppenheim, New York; J. F. Sheehy, Newport, Ky.; F. C. Fleming, M. A. Judy, W. H. Goodwin, West Lebanon, Ind.; J. Benedict, Davenport; J. C. Hadley and wife, Robert J. Drake, Kansas City; J. G. Thompson, New York; F. W. Wadleigh, Salt Lake; R. A. Donaldson, San Francisco; T. Fujita, Japanese delegation, Washington, D. C.

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PURCHASE OF WATER PLANT

Southwest Improvement Club Listens to John Jeffcoat.

MUNICIPAL OWNERSHIP IS DISCUSSED

Value of the System and Cost to the City Are Explained, the Figures Being Produced.

The Southwest Improvement club held its customary weekly meeting last night and after the transaction of the usual business requiring attention listened to an address on the "Municipal Ownership of the Waterworks" by John Jeffcoat.

The secretary read an invitation from H. B. Moores of the Kansas City, Pittsburg & Gulf road to visit Port Arthur on March 22, when an excursion will be run. Transportation will be furnished as far as Kansas City, the round trip from there to be $15.

The chairman was authorized to appoint a committee of five to visit Lincoln Friday to meet the Douglas county delegation and protest against the passage of the Omaha charter. The committee will be appointed today.

Mr. Jeffcoat in commencing his address reviewed the establishment of the Omaha waterworks system and its cost under the original contract. He stated that the contract was dated July 20, 1880, and provided for 250 hydrants at $84 each annually. They were to be placed 400 feet apart and intermediate hydrants were to cost $10 each. Any additional hydrants put in as an extension of the original system were to cost $60 each. He said at the present time the city has 1,149 hydrants, which cost $60 each annually and fifty-eight which cost $10 each, making a total annual cost of nearly $100,000. He said the right to make or order extensions is vested in the council, but it is the cause of a constant war, as the waterworks company does not like to make extensions which will not pay.

Regarding the Franchises.

The original franchise was for twenty-five years, with a clause providing that the city could purchase the system at the end of twenty years, a committee to be appointed to appraise the value of the system. He said if this were done it might be found difficult to reach a correct valuation, as it is generally understood that the capital stock would represent the valuation placed upon the plant by its owner. This, he argued, was not true, as the real value would be the bonded indebtedness with perhaps a liberal allowance for its earning power. It had been estimated, he said, that the value of the plant at present time is about $3,500,000. Mayor Broatch placed it at $3,000,000. If the city purchased the plant, he said, it would cost very little to operate it, as he believed the income would run the city government. He quoted San Francisco and New Orleans as the only other cities of any size which do not own their waterworks systems.

Mr. Jeffcoat read the ordinances approving the contract and the amendments which had been made. In closing he said the system can be purchased by the city at the expiration of the year ending July 20, 1900, according to the ordinance of approval. He read the clause from the present charter which provides that no ordinance extending the present franchise shall be passed until after it has been advertised for two weeks and then it may not be adopted without an annuity being provided for the city. This clause specifies further, he stated, that it must be submitted to the electors and a majority must be found to favor an extension before the council may act.

Speeches favoring the purchase of the system by the city were made by H. T. Clarke, John Redman, John Butler and others. They insisted upon the election of men who would represent the best interests of the city when the question of a new franchise was brought before them.

Dividend of Western Union.

NEW YORK, March 8.—The directors of the Western Union Telegraph company have declared the regular quarterly dividend of 1¼ per cent, payable April 15. The statement for the quarter ending March 31, with March estimated, shows a net revenue of $1,250,000, an increase of $94,477, and a deficit after interest and dividend of $191,260, a decrease of $104,608.

Sores and Ulcers

Capt. J. H. McBrayer, of Lawrenceburg, Ky., says: "For years I suffered intensely from a running sore on my leg, caused by a wound received in the army. I was treated by a number of doctors, and took many blood medicines, without the slightest benefit. S. S. S. was recommended, and the first bottle produced a great improvement. The poison was forced out, and the sore healed up completely."

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