THE OMAHA DAILY BEE: FRIDAY, SEPTEMBER 1, 1899.

THE FIELD OF ELECTRICITY pivots of the toothed wheels are of alumin- | shown by a whitish gray color. The exact

Progressive Attempts to Harness the Electrical Energy of the Atmosphere.

DEVELOPING POWER FROM CAR AXLES Experiments with Wireless Teleg-

raphy in the Philippines-Unique Distinction of a Virginia Town -Other Developments.

10.00

9

12

Pa., bolieves he has solved the problem of of seventeen tons. It further appears that robbing the air of its power and storing when running at the maximum speed of it in a battery in the form of electric en- four and a half miles per hour, and with ergy. According to the Pittsburg Dispatch, the full load, the consumption of oil he has made experiments for years and in barely six and a half pounds per hour. By July, 1897, struck the experiment which con- means of special year, the engine runs winced him that he was on the right road, backward or forward at the will of the He secured the form of apparatus which operator. would collect the electrical energy from the atmosphere and store it. The earliest battery would not ring a three-ohm bell, and registered an extremely light current on the very few cities in this country which have galvanometer. His later experimental batteries have shown two and a half volts to each cell and an amperage much higher than bility of satisfying the public with these any storage battery. Of his work he says: any storage battery. Of his work he says: any convinced that my labor has been along the right lines. In addition to my water, gas and electric light plants, an ofany storage battery. Of his work he says: experimental batteries I have constructed two large perfected cells, which have no complaint to enter against the short time in a business block in Pittsburg. The cells collect the electrical energy the year only three complaints of "bad" directly from the atmosphere and give it up as power immediately. As the summer heat produces electricity, so does my new battery depend for its power solely on moisture, and a natural draft or passage of hot air through the cell. The power may be increased to any required extent by simply increasing the number of cells." He said further that with the introduction of the new battery in commercial form the use of steam would be abandoned. Electrical power would be solely used, he said, because of its greater excellence for most generapurposes and its wonderful economy over the old-style power with boilers and expensive fuel bills. When the same power is secured with the cost of boilers and engines eliminated from the account, the influence will be greater than can be accurately estimated now. The problem of getting electricity direct from coal or the natural elements has engaged the attention of all the inventors in the electrical line," said he. "Everybody recognized in the case of steam that there was too much tcrested in experiments going on in his the general belief among his associates at wasted energy in the fuel and every inven- private car, by which the wheels, when Pabst's that he was entirely square there tion in that branch tended toward reducing the cost of producing power by devices baving for their object economy in the actual quantites of coal used under the old conditions. The numberless grate bars and water heaters and feeders all had this a successful attempt of a man to jump one point as their object. When it is considered that about 90 per cent of the energy of coal is wasted in converting it into power, the necessity of economy is seen at a glance. The saving of this great waste will cheapen the cost of everything, luxuries as well as necessities of life, and produce more changes in time than can be figured out at present. But it may be said with certainty that when a power economizing all that waste is in common use the effects will be greater than were the effects of the uses of steam and electricity when they were introduced with limited uses Edison is on record as expressing the Mr. opinion that this would prove the most useful invention of the age. Mr. Edison said that when power could be secured in that economical form the problem of aerial navigation would be solved. He says that the energy which drives traction cars represents about 10 to 12 per cent of the coal

energy used in the power houses." Wireless Telegraphy at Manila.

Washington dispatches report that the energy which until this apparatus was in-

ium bronze, the teeth being of cast steel. A comparison between the cost of oil ocomotives and emotors in some of the mines of Europe, where both are used. has been made, with interesting results. It is said that in one mine the cost of the former has been one and a half pence per train mile, as against three and a fourth pence in the case of the electric motor, while the cost of two oil locomotives is reported to have been one-fourth of the cost of one electric motor. The steam, nitrogen and carbonic acid evolved by the

former are not enough to vitiate the atmesphere, and it has the advantage of compactness; working on a two-foot and oneinch gauge and when exerting six horse-A chemiest and electrician of Allegheny, power it is able to take a maximum loan

A Satisfied Municipality.

The city of Danville, Va., enjoys at this moment a rare distinction. One of the municipalized the water, gas and electric operations of any of their public plants. In the gas department, there have been during gas, and the trouble in each of these cases was found to be in the service pipes. The city board has gradually brought down the gas rate from \$4 to \$1 per 1,000 feet, and a big day, but, nevertheless, he saw himself further reduction to 75 cents is conteniplated. The city has an abundant supply of pure water. The water rates have in recent years been lowered 66 per cent, and the existing financial conditions of the department are said to justify an immediate further reduction of 33 per cent from the present scale. The electric lighting service has also been entirely satisfactory, and arc lamps for street illumination have been provided at a cost of \$21.23 each per annum. The report inevitably suggests how immensely the chances of success of municipal plants are increased when they are conducted with perfect honesty and with even average efficiency.

Electric Power from Car Wheels.

Chauncey Depew is reported by a Philadelphia Press correspondent to be deeply inmoving are made to generate electricity sufficient to light and heat the car.

Mr. Depew says that the system has been adopted to some extent by one or two railways in the west. It seems almost like over a wall by pulling at his own boot straps, yet there seems to be no doubt that this apparatus will receive, control and furnish electricity that has been genfor obtaining money under false pretenses erated by a running car axle. and larceny as bailee were quashed yes-Here is energy that has gone to waste,

terday in police court and a new complaint they say, ever since railway trains were for obtaining money under false pretenses run that now is to be so saved and conwas filed with a slight change of wording trolled as not only to light and heat trains, in the specifications. but to do even a more marvelous thing than that, for the wizard-like thing, ac-W. West filed a plea of abatement to the cording to their tales, is expected at a complaint of larceny as bailee. Attorney trifling cost to furnish a cold storage or Shields filed a demurrer, but Judge Gordon refrigerating car. If it does it there ought sustained the plea. Attorney West then moved to quash the second complaint and to be a considerable lessening in the cost of beef brought in cold storage cars from after long arguments by both sides the the west to the Atlantic coast.

judge sustained the motion on the grounds that the complaint was defective in not It does seem a little like fairyland experiences to hear that a rapidly-turning specifying a place where the crime was comaxle will generate for almost nothing, elecmitted. tricity that in turn, at almost no cost, will The new complaint was amended to remedy

maintain a steady, cold storage temperature the defect and the hearing was set for Friday from Chicago or Kansas City or Omaha to morning at 9 o'clock. New York city, and do it by means of

Two

Mortality Statistics.

Complaints Against World-

Herald Reporter Quashed-Third

Will Be Heard Friday.

The two cases against Ezra H. Hemming

When the case was called Attorney Joel

<text><text><text><text><text><text><text><text><text><text><text><text><text>

lose very much and think that Mooser was not very much to blame. They attribute his fight solely to the fact that his salary list in the solely to the fact that his salary list was too large for him to satisfy with the meagor receipts of the last few weeks. Saturday he had what was regarded as a big day, but, nevertheless, he saw himself getting deeper and deeper is the hole, and presumably concluded that the only way to relieve himself of his burdens was to leave to the heat the only any chicago. Burling, Chicago and Company, Chicago, Burling, Chicago, Supers, Chicago, Supers, Chicago, Supers, Chicago, Supers, Chicago, Supers, Chicago, Su

South Dakota, Minnesota, Kamsas and Ne-braska Sixteenth. That all of said tariffs and freight receipts now in the hands of this complainant are grossily discriminating against this complainant and the city of Norfolk in general, in that the said detend-ants by unlawful combinations and agree-ments compel this complainant and the citi-zens of Norfolk in general to pay freight rates from Chicago, St. Louis and common markets that are from so to 100 per cent higher than they charge to other localities that are no more favorably situated than the city of Norfolk for all purposes of com-merce and interstate traffic and situated on their respective lines of railroad.

merce and interstate traffic and situated on their respective lines of railroad. Seventeenth, that the said defendants grossly discriminate against this complain-ant and the citizens of Norfolk in general. In that they refuse to make or to publish through freight tariffs from Chicago, 10, and common points, Si. Louis, Mo., and common points to the city of Norfolk, Neb., aithough said defendants do publish such through tariffs and make such through rates to other towns on their respective lines. lines

by the defendants are not through rates as compared with rates given to other towns which this plaintiff and the merchants of Norfolk are in constant competition. But are made up of the rate to the Missouri river and a high local rave from the Tiver to Norfolk, while other towns on the same lines have just and equitable through rates. Nineteenth, That by this unjust and illegal combination the Chicago, St. Paul, Minne-apolis & Omaha Railroad company, the Fremont, Eikhorn & Missouri Valley Rail-road company and the Union Pacific Railroad company and the Union Pacific Railroad company split the long haul from Chicago and St. Louis and set up that as to the long haul they are local carriers, and by this combination they succeed in charg-ing this complainant nine times as much for a like service as they have charged and do charge to others with whom he is in con-stant compation. charge to others with whom he is in con-

stant competition.

and the city of Norfolk in general in the matter of through freight rates, as herein enumerated. Fourth. That the Chicago, St. Paul, Min-neapolis & Omaha Raliroad company fail to keep posted-and their agents here say. "They don't have to keep posted"—in public place at their station at Norfolk, Neb., as required by section 6 of the Act to Regulate Commerce, published tariffs showing rates of freight, fares, etc., on their respective lines of railroad. Fifth. That the Chicago, St. Paul, Min-neapolis & Omaha Raliroad company dis-criminates against this complainant and the citizens of Norfolk in general in that it re-fuses to make a tariff of freight rates from Chicago, III., to Norfolk, Neb., although it makes such a tariff and hauls freight and passengers daily from Chicago to points on its branch lines which are greater distances from Chicago than Norfolk, and performs such service for less money than is exacted from Norfolk. Said defendants also pub-lish a tariff and haul freight and passengers daily from Chicago, III., to Hoskins, Neb., and also to Hope, which is a switch one and one-half miles from Norfolk, for less money than is exacted from Norfolk, and the same cars and crew that perform such service continue on to Norfolk and stop over night. Sixth. That said Chicago, St. Paul, Min-neapolis & Omaha Raliroad company also discriminates against filis complainant and the city of Norfolk is general in that it ra-fuses to haul Chicago freight from Sioux City, Ia., to Norfolk, Neb., when such freight is offered them by competing lines at Sioux City, Ia., and in the fact that such freight routed at the order of this com-plainant from Philadelphia and from Baltcharge to others with whom he is in con-stant competition. Twentieth. That these unjust and unlaw-ful combinations and unjust and illegal charges and acts on the part of said de-fendants are in direct violation of the Act to Regulate Commerce. Twenty-first. For several years previous to the passage of the Act to Regulate Com-merce and for some time thereafter the sev-eral said defendants made rates from Chi-cago and common points to Norfolk, Neb., that were from 10 to 100 per cent less than their present rates, all of which increase has been brought about by manipulating the classifications, increasing minimums and in-creasing the class rates to the extent that at the present time the said defendants are performing service for this complainant for \$122 on their main line of railroad and per-forming practically the same service for his competitors on their branch lines for \$68, and not twenty miles difference in distance from Chicago, and a longer haul in per-forming such service than the distance be-tween Norfolk and Sioux City. Ja.; or in other words, the Northwestern combination A CONTRACTOR OF A CONTRACTOR O U 23

The cakes of Ivory Soap are so shaped that they may be used entire for general purposes, or divided with a stout thread into two perfectly formed cakes for toilet use. For any use put to, Ivory Soap is a quick cleanser, absolutely safe and pure.

A WORD OF WARNING .- There are many white soaps, each represented to be "just as good as the 'lvory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "lvory" Soap and insist upon getting it.

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are you going to do about it? earnestly deformerly of Minneapolis and now of Philasires that he may have a speedy hearing in order that he may have the relief prayed Seventh, Complainant further prays that

nois. The afternoon was given to addresses, the main one being the pastoral sermon of Rev. James Saundarker of Chicago. Hay Entertains Baron Sternberg.

The South Dakota delegation to the Nastaff, will meet the South Dakota representa-A. F. Anderson, one of the pionner bus-

were united in marriage Sunday evening by Rev. George H. Starring. Miss Jennie Cort entertained a large company of young people Tuesday evening, the

plest of the season. Will C. Jones, manager of the Western Union telegraph office here, has returned other military officers.

from a month's tour in the east. J. W. West Property Transferred. The papers in an important transfer of reals, ter cf deeds. Thomas S. Broderlek deeds to Joseph H. Millard lot 2, in block 10, West Omaha addition, being the old J. W. West property at the corner of Thirty-seventh and Jackson streets. The consideration is \$16,000, the property being also subject to a mortgage of \$8,000. To confirm the title to the property a deed was just previously

Vegetation.

If Truth Were Known.

Horrors! What a time I've had," said

Sterilizers

Pasteurizers

made of

copper

bottom.

brush

and seven

complete \$3

heavy tin,

with rack

-cleaning

bottles, price

and

Mabel, after he had gone. "These shoes are so tight they nearly killed me. I was simply writhing in agony; couldn't keep still a minute!"

ARNOLD MILK

it: 300

delphia, presided. The conference takes in something over sixty circuits and covers Minnesota, the Dakotas, Wisconsin and Illihe may have and receive such further relief as the commission may deem just and equit-able in the premises. Social Notes from Huron. HURON, S. D., Aug. 31.-(Special.)-Rev. Eighteenth. That the-so called-published Charles A. Brand and wife and F. M. Wilcox by the defendants are not through rates as and family have returned from an outing of

three weeks at Big Stone lake. tional Grand Army of the Republic encamp-ment at Philadelphia will leave the state on Saturday, going to Chicago over such routes as may be most convenient. Department Commander Palmer, with members of his Commander Palmer, with members of his tives and their friends at McCoy's hotel, corner of Clark and Van Buren streets, in Chicago, Sunday morning and at 1:30 o'clock the same afternoon will leave for Philadelphia over the Grand Trunk, by special train.

iness men of the city, and Miss Ella Gerard company for another sugar firm of Hawall NEW YORK, Aug. 31.-Secretary of War Root went to Sanday Hook today to witness

tests of cannon and shells at the proving gathering being one of the largest and hapgrounds there. The secretary was accom panied by Major General Miles, Major But-ler, president of the ordnance board, and

WASHINGTON, Aug. 31.—Secretary Hay today entertained at breakfast Baron Stern-berg, the German representative on the Samoan commission. The baron is about to sall for Berlin to confer with the authorities respecting Samoan matters. Mr. Von Mumm,

of energy!

for some weeks to come Hawailan Contract for Western Firm. MINNEAFOLIS, Aug. 31.-The Gillett-Herzog company has secured a contract for the construction of a \$35,000 all-steel sugar milf to be delivered at Honoiulu within five months. A sugarcane crushing plant is already under construction by the same

Root and Miles at Sandy Hook.

to try the experiment of putting the Marconi system of wireless telegraphy to practical use in the Philippine island. Captain Grant Squires, who has recently been in Europe studying the system, is to be sent by General Greely to Luzon. where he will try to establish continuous communication between the main body of the army and the detached brigades that are doing the fighting in the jungles at the front. Captain Squires believes he can do this, and if he succeeds he will have the honor of revolutionizing the methods of field communication in the armies of the world. It is reasonable to believe that wireless telegraphy has reached a stage of development where such a practical application of it is feasible. If it proves successful it will be almost as important as the invention of a new engine of war. In advancing into the enemy's country there will no longer be need of communicating with the base by the slow method of messengers or of walting to string a telephone or telegraph wire and incurring the constant danger of having it cut. Troops can make a reconnoissance in force at any time and to any distance with perfect freedom, communicating through the air with the nearest station whenever they stop. This is the ideal means of military communication. While the system probably will not work ideally at first, the scientifie and military world will watch the experiment in Luson with unqualified interest

A British Automobile Show.

A show of automobiles is to be held at Dover between September 18 and 21 next. simultaneously with a meeting of the British association then taking place there. The or double the speed of a horse car. Doubworthy, says our London namesake, as it is area, so that the same accommodation is held in conjunction with that of the French now given to four times as many people The object of the show is primarily to provide an interesting display and to benefit the motor car industry. A small charge for space will be made and prizes will be awarded to successful exhibitors.

The electric locomotive constructed by Measrs. Brown, Boveri & Co., destined for the Jungfrau Mountain railway, is said to the most powerful rack-wheel machine visiting or to theaters or places of recreahitherto constructed and is designed to haul trains over the steepest portion of the road. The motors are placed under the passenger cars, whereby greater adhesion between the driving wheels and rails is obtained. The car truck is provided with two bearing axles and two driving axles, the latter being situated between the former. Two motors, each enjoy trolley rides almost, if not quite as of 125 horsepower, at 800 revolutions per much, as they would sleigh rides in the minute, actuate the toothed wheels through | winter. the medium of duplicate gearing. If required these motors are capable of working up to 200 horsepower. The driving current is con- the aid of electricity has recently been veyed overhead at a tension of 500 volts. The brought before the medical profession of the



Mr. B. P. McAllister, Harrodsburg, Ky., says: "I employed numerous methods of local treatment for a severe case of Catarrh, but the disease grew worse steadily, getting a firmer grip on me all the time. I finally realized that this treatment did not reach the disease, and decided to try Swift's Specific,

S.S.S. For Blood which promptly got at the seat of the trouble, and cured me permanently.

Catarrh is a blood disease and can not be reached by sprays, inhaling mix-tures, etc. S. S. S. is the only cure. Send for valuable books mailed free by Swift Specific Company, Atlants, Ga.

vented, went to wagte. It is one of those inventions which ought to be left to the control and ownership of persons who know all about it. It may prove as valuable as the Tesla transmitter or Edison's microphone. If it does all that its owners

expect it is to be one of the marvels. Business Side of Electric Traction. The increase in gross receipts which invariably follows on railroads when the trol-

ley takes the place of the horse is accounted for by W. J. Clark under two general heads -(1) by the increase in the contributory area of population within the same time limit, and (2) by the increased facilities and inducements offered to optional travelers. Mr. Clark shows that the profitable radius of city passenger traction operation is limited by the time fautor to one hour and a half between the inner bitsiness zone of the city and its outer residence zone. In the case of horse cars this time limit means a distance of nine miles. With the modern electric trolley car this profitable radius of action has been immensely extended. Speed is no longer controlled by the physical limitations of the horse, and there is practically an inexhaustible supply of propulsive power

The average street car weichs at least 20,-000 pounds empty or with sixty seated passengers over 30.000 pounds These cars. equipped with two motors, make an average speed of eight to ten miles an hour in streets

not thickly crowded, and a speed of fifteen to eighteen miles an hour on suburban lines where the traffic is comparatively unimpeded. So that in an hour and a half these cars will run a distance of eighteen miles, meeting at Dover will be especially note- ling the diameter gives four times the society taking place at Boulogne, and an as formerly. There are other reasons why (issouri, has gone east for a few days. Captain Wood of the quartermaster's deinterchange of visits is already arranged for. | trolley cars attract a far larger amount of patronage than ever horse cars did; the mopartment, who came west to purchase horses or the Philippine service, has returned to tion of the trolleycar is rapid enough to New York, in response to orders assigning give a sense of exhilaration, and its fine him to duty on the transport McPherson. upholstery and smooth movement, together

through a rubber tube and glass syringe

connected with the instrument. The gold-

Bandmaster Klein of the Sixteenth inwith its cheap fares for comparatively long fantry has just returned from the Philippines and is now at Fort Leavenworth, where his wife died recently. Upon the death of Mrs. Klein General Otis was cabled orders to distances, offer strong inducements to travel to those who might otherwise stay at home, and more people than ever go shopping or grant her husband a three months' leave of absence. Mr. Klein was formerly at Fort tion. As the best example of this optional Crook with his regiment, and will probably patronage, Mr. Clark calls attention to the be in Omaha before his return to the islands. free use of the open cars throughout the hot summers of this country, when moth-Kodol Dyspepsia Cure cures dyspepsia be-

cause its ingredients are such that it can't help doing so. "The public can rely upon it as a master remedy for all disorders arising from imperfect digestion."-James M. Thomas, M. D., in American Journal ers take their bables and young children to catch the cool breeze created by the rapid motion of the car, and people of all ages of Health, N. Y.

New Pastor Welcomed.

Electricity for Cancer. Prof. P. M. Lindberg, the new pastor of Immanuel Swedish Lutheran church, who comes here from Augustana college, Rock A method of destroying cancer germs by Island, and who delivers his first sermon next Sunday, was given a welcoming recep-tion at the church Wednesday night. Rev. United States. It is claimed that the new method is almost invariably successful, pro-P. A. Edguist of Genesee, III., was master of coremonies, and addresses were made by Rev. E. A. Fogelstrom, Rev. C. E. Elving, Rev. L. Larson of Council Bluffs and Rev. L. M. Kuhns of Omaha. A gift of money vided the disease has not gone too far. It consists of inserting in, or driving into the body of the person afflicted nascent salts of mercury. This is done by electric diffusion, which is already being used extensively for destroying tuberculous deposits in the huwas presented to the pastor-elect by L. G. Bergquist, deacon, in behalf of the congre-gation. Prof. Lindberg responded in a man organism. Since the method is a painhappy manner for the greeting and the gift. During the evening there was music by the chorus choir of forty volces, under the diful one the patient has to be placed under the influence of an anaesthetic. This gives full opportunity for the immediate destrucrection of Mr. John S. Helgren, tion of all the germs in the cancer, no matter

One Minute Cough Cure quickly cures ob-stinate summer coughs and colds. "I con-sider it a most wonderful medicine-quick and safe."-W. W. Merton Maynaw, Wis how large it may be. A small tubular gold electrode, that has been amalgamated with mercury, is inserted in the cancerous growth through a small opening, and an excess of metalle mercury is injected into Missing Heir is Wanted.

Mrs. Jesse Frank of Chippewa, Ont., has written to Chief White to ask for information concerning her son, William Frank.

mercury electrode is connected with the positive pole of the battery, and when a who is believed to be in the city. The boy strong current is gradually turned on, electrolysis of the growth and of the merhas been missing since July, 1898. His father recently died, leaving him considerury occur simultaneously, and the formaable property. He is 22 years old, medium of oxy-chloride of mercury sets in, height and of dark complexion. which is radiated from the electrode in all directions toward the opposite pole. The

Dent's Toothache Gum leads the world. path of the diffusion of the chemicals is Beware of imitators. All druggists, 15 cents.

tween Norfolk and Sloux City, Ia.; or in other words, the Northwestern combination on a through haul charges this complainant \$4.50 for hauling 1.000 pounds of freight sev-enty-five miles and charges his competi-tors 50 cents for hauling the same freight

Moriality Statistics.The following births and deaths have been
reported to the office of the health depart-
iment:The following births and deaths have been
reported to the office of the health depart-
iment:Births-Mike Spiceinzg, 1008
tireet, boy: Gottfrield Schneider, 2220 South
Twenty-eighth street, girl; Philip A. Zink,
Biomberg, 142 North Thirty-first areaue,
firl; Fred Mower, 1418 Williams street, jprl;
Karl Rehschuh, 2105
South Twenty-fourth street, girl; C. A.
Biomberg, 142 North Thirty-first areaue,
firl; Fred Mower, 1418 Williams street, jprl;
Karl Rehschuh, 2105
South Twenty-fourth street, boy; J. C.
Got, 2412 Briston street, boy; J. C.
Root, 2412 Briston street, boy; J. C.
Root, 2412 Briston street, boy; J. C.
Horth street, girl; W. F. Gurke, 224
south Nicht street, boy; John Buck, 1324
North Seventeenth street, boy; J. C.
A.
Dougherty, 2104 Webster street, boy; J. C.
Dougherty, 2104 Webster street, boy; J. C.
Dougherty, 2104 Webster street, boy; J. C.
Dougherty, 2104 Webster street, boy; J. C.
A.
Dougherty, 2104 Webster street, boy; J. C.
Dougherty, 2104 Webster street, boy; J. C.< tors 50 cents for hauling the same freight ninety-eight miles. Twenty-second, That this unjust and illegal combination of the said defendants works great injustice to this complainant and to the citizens of Norfolk, deprives this complainant of his natural right in electing as to what carriers shall haul his freight, compels him and all citizens of Norfolk to contribute to the support of an illegal com-bination, prevents legitimate competition between the different routes which might competition between the railroad companies, be open to interstate traffic, stifles natural competition between the railroad companies, shuts out and makes it impossible for any sort of jobbing or manufacturing business to exist in Norfolk or to successfully com-pete with other localities on the same lines of railroad, has forced several enterprises that have started in Norfolk to quit the business, has acted as a barrier to the growth of Norfolk, has prevented many enterprises that have contemplated so doing from coming to Norfolk and has compelled all the merchants to do business at more or less loss as compared with their competi-tors in the more favored localities, and with which this complanant and other mer-chants are in constant competition, and who have been favored with equitable freight rates, to which Norfolk is justly en-titled. Twenty-third. That all classes of freight can be hauled as cheaply over the seventy-

The analysis of the second s

general to pay from 50 to 100 per cent more money than the said defendants receive from other localities for like and corre-sponding service from Sloux City, Ia., and from localities that are not as favorably situated as Norfolk, Neb. Ninth. That the Chicago, St. Paul. Minne-apolis & Omaha Ballroad company in con-nection with the Sloux City & Facific and the Fremont. Eikhorn & Missouri Valley railroad companies issue a tariff and freight receipts, now in the hands of this com-plainant, show that said tariff or rates as between Bloux City. Ia., and Norfolk, Neb. as compared with other localities to which rates are named in said tariff, shows that Norfolk is grossly discriminated against as i a locality as compared with other localities in the state of Nebraska and to which freight cannot be delivered from Sloux City as cheaping as it can from Norfolk, shows that this complainant is compelled to pay from 50 to 100 per cent more than others for corresponding service.

and common markets. Second. That the carriers specifically mentioned in paragraph No. 7 be compelled to issue a tar'ff and to receive and carry freight from Council Bluffs. Ia., and ffom Omaha. Neb., to Norfolk, Neb. Third. That the carriers specifically men-tioned in paragraph No. 6 be compelled to receive Chicago freight when tendered the same from competing carriers at Sloux City, Ia., and to carry the same over their short line road to Norfolk, Neb., and to publish a tar'ff and to make through

The shift of the source from the source that while receive and the source of the source of source is source of the source of paid freight bills under protest, having ap-pealed to the railroad managers, and in many ways tried to secure relief, and hav-ing suffered from the competition of his more favorable fivals, is justly entitled to reparation for unjust and illegal charges collected, for damages and attorney's fees occasioned by the illegal acts of the said defendants, and which have been com-mitted in direct violation of the act to regulate commerce, and asks for reparation and that the same shall be ordered in the sum of \$5,000. Fifth. That the railroad companies men-toned in paragraph four of this complaint

to the property a deed was just previously filed by the Philadelphia Mortgage & Trust Detroit Free Press: "What a bewitching little thing your niece, Miss Mabel, is!" declared the prim old bachelor. "She is so chic and animated—a charming little bundle company making the conveyance to Broder-

ick.

inz.

Refuses to Prosecute.

A man giving the name of George Roe appeared at the police station Wednesday night to ask for the arrest of a woman who relieved him of \$60 while the couple were lunching together in a room at the corper of Twelfth and Farnam streets. Ser geant Whalen found the woman and recov-ered \$20 of the money. The name she gave was Sussie Stam and she stated to the police that the amount found in her pockets was all she took. Roe is a traveling man whose name is said to be Sheppard. He will not prosecute.

Building Permits.

The following building permits have been issued by the city building inspector: Eyron R. Hastings, Jouth Twenty-seventh treet, frame dwelling, \$1,500; H. B. Whitney, Maple street, frame dwelling, \$1,500 C. Van Sant. Dewey avenue, frame dwell-z, \$3,500; T. Milbrodt, Sherman avenue rark, repairs, \$100

Wants a Divorce. Mary A. Holmes is in district court with petition asking for a divorce from Fred Holmes, on the grounds of non-support. The marriage took place at Fort Worth Tex., five years ago and the plaintiff is now a resident of Douglas county.

Scandinavian Methodists Meet. MINNEAPOLIS, Aug. 31.-The confer-ence of the Danish-Norwegian Methodist discopal church opened this morning with eighty-five clergymen and a like number of laymen in attendance. Bishop Foss,

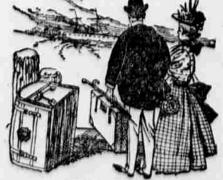
New Light on Shoes—

Drex L. Shooman has builded a reputation on his \$1.50 shoes for boys and we are going to show you a new oneboys' shoes at \$2, youth's \$1.75-"Drexel's Special"-uppers made of genuine plump calf-double extension oak tannage soles-shoes that are put together as well as any shoe at any price -that is, well lasted shoes that makes them fit the feet-seams that are silk sewed-guaranteed against rippingblack only-and the buildog toe-take a look at these newcomers-even a limited shoe knowledge can see the value in them.

Drexel Shoe Co., Omaha's Up-to-date Shee House, 1419 FARNAM STREET.

Exposition Visitors-

are all cordially invited to make our selling store, 1513 Douglas, a visit before leaving the city. We have a large art room on the first floor-another on the second-an auditorium-the Omaha Art institute-art studios-zither factory and plano salesroom-all these departments are open to you-buy if you want. but feel from the time you enter the store that you are just as welcome if you don't spend a cent with us-only look-as if you paid us \$400 for the best



A. HOSPE, We colebrate our 25th business andversary Oct. 23rd, 1890.

Music and Art. 1513 Douglas.



