

## RIVER TO CROSS HUDSON

Down Thousand Feet or So, Bringing Water to New York.

## GREAT TASK IS WELL ADVANCED

Engineers Who Are Building a Huge Aqueduct from the Catskills Find the Hudson Mighty Deep, but They're Going Under.

NEW YORK, Jan. 12.—(Special Correspondence of The Bee.)—Because no one ever took the trouble to measure and record the depth of the Hudson river, the engineers who have undertaken the job of bringing the water of the Catskills to New York City were put to considerable extra trouble. Mapping out the course of an aqueduct, which will deliver daily 100,000,000 gallons of water from a point 100 miles away was a big undertaking, but it was not expected that the crossing of the Hudson would be more than an incident.

It turned out differently. Chief Engineer J. Wolfe Smith and his assistants first went hunting for some record of the depth of the Hudson to bedrock. They found none.

Mr. Smith said he didn't believe the river had ever been measured. If it had there was no record that he could find. Of course it had been measured at the shores, and maybe many persons had found out how far it was down to the muddy bottom, but what he wanted to know was how far down the bedrock was.

The plans called for crossing the river from Storm King to Breakneck mountain, the northern gateway of the Highlands.

This would necessitate a tunnel of exceptional strength.

A third scheme suggested was to build a bridge from mountain to mountain. Such a bridge would have to be 160 feet high. This would be all right, as far as getting the water across is concerned, for the aqueduct is some hundred feet above the river, anyway. But the cost of keeping such a bridge in repair would be great.

Therefore it was decided that a tunnel through the bedrock of the river was the best way to solve the problem. It was the cheapest, Mr. Smith said, but, more than that, it would be everlasting. The rock was solid granite on both sides of the river, which would insure permanency.

All this seems very wonderful to the lay mind. The aqueduct is to go through Storm King at a height of 450 feet above the river and take up its course at only a slightly less height on the opposite face of Breakneck. Between the two there must be a dip of some 1,600 feet.

Mr. Smith had to smile when the unscientific reporter expressed his incredulity that such a thing could be done. He called attention to what the reporter learned in his schoolboy days, but he forgot, that water finds its own level and does run up hill when it is so inclined. The present aqueduct crosses under the Harlem at a depth of 300 or 400 feet, and 1,600 feet or more extra didn't make the least difference in the world.

This is what will happen when the aqueduct strikes the Hudson: Coming down from the Catskills through a tube seven feet high, the mighty underground stream will shoot through a vertical tube to 1,600 feet or so below the surface of the Hudson, cross the river through a short horizontal section, force its way up another vertical tube and then on to New York through the main tube again. The accompanying illustrations give an idea of the course the aqueduct will take.

PLAN OF THE CONDUIT UNDER THE HUDSON RIVER.

The engineers began to probe for the bedrock.

They went down some hundred feet and then called to the geologists. The geologists assured them that the bedrock was down there somewhere if they only went deep enough.

The Hudson, it was explained, had been eating its way through the rock for some centuries, as geologic time is reckoned. Contemporaneously with the making of the river the territory through which it ran had gradually subsided, possibly an inch or two a century, thereby making the Hudson the extraordinary river it is. The ancient mouth of the river used to be somewhere out by Sandy Hook, what is now Long Island sound is a tributary. All this being so, said the geologists, it was easy to see that the Hudson was a mighty deep river. They didn't know why there was no record of the depth of the bedrock, but they were ready to assert that it was there.

The bed, as a general thing, buried gradually from source to mouth, sloped under the mud and slime of centuries. Along through the highlands there was no fault in the bedrock; so if the engineers just kept on going down they would find it.

The engineers went at the measuring job again. It isn't an easy task, for, through the muddy bed of an old river, your measuring instrument soon gets stuck and you think you've hit the rock when you haven't.

But it can be done, and the engineers of the water board are doing it. At last reports they had gone down 480 feet. Chief Engineer Smith said they would go down 1,500 feet if necessary, but he expected they would find it at about 1,000 feet.

The crossing from Storm King to Breakneck, he said, was by all odds the most desirable on the river. When the depth of the bedrock was ascertained then would come the planning of the method of crossing. It had already been decided that a tunnel through the rock was the most feasible method.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

NEW YORK, Jan. 12.—(Special Correspondence of The Bee.)—Because no one ever took the trouble to measure and record the depth of the Hudson river, the engineers who have undertaken the job of bringing the water of the Catskills to New York City were put to considerable extra trouble. Mapping out the course of an aqueduct, which will deliver daily 100,000,000 gallons of water from a point 100 miles away was a big undertaking, but it was not expected that the crossing of the Hudson would be more than an incident.

It turned out differently. Chief Engineer J. Wolfe Smith and his assistants first went hunting for some record of the depth of the Hudson to bedrock. They found none.

Mr. Smith said he didn't believe the river had ever been measured. If it had there was no record that he could find. Of course it had been measured at the shores, and maybe many persons had found out how far it was down to the muddy bottom, but what he wanted to know was how far down the bedrock was.

The plans called for crossing the river from Storm King to Breakneck mountain, the northern gateway of the Highlands.

This would necessitate a tunnel of exceptional strength.

A third scheme suggested was to build a bridge from mountain to mountain. Such a bridge would have to be 160 feet high. This would be all right, as far as getting the water across is concerned, for the aqueduct is some hundred feet above the river, anyway. But the cost of keeping such a bridge in repair would be great.

Therefore it was decided that a tunnel through the bedrock of the river was the best way to solve the problem. It was the cheapest, Mr. Smith said, but, more than that, it would be everlasting. The rock was solid granite on both sides of the river, which would insure permanency.

All this seems very wonderful to the lay mind. The aqueduct is to go through Storm King at a height of 450 feet above the river and take up its course at only a slightly less height on the opposite face of Breakneck. Between the two there must be a dip of some 1,600 feet.

Mr. Smith had to smile when the unscientific reporter expressed his incredulity that such a thing could be done. He called attention to what the reporter learned in his schoolboy days, but he forgot, that water finds its own level and does run up hill when it is so inclined. The present aqueduct crosses under the Harlem at a depth of 300 or 400 feet, and 1,600 feet or more extra didn't make the least difference in the world.

This is what will happen when the aqueduct strikes the Hudson: Coming down from the Catskills through a tube seven feet high, the mighty underground stream will shoot through a vertical tube to 1,600 feet or so below the surface of the Hudson, cross the river through a short horizontal section, force its way up another vertical tube and then on to New York through the main tube again. The accompanying illustrations give an idea of the course the aqueduct will take.

PLAN OF THE CONDUIT UNDER THE HUDSON RIVER.

The engineers began to probe for the bedrock.

They went down some hundred feet and then called to the geologists. The geologists assured them that the bedrock was down there somewhere if they only went deep enough.

The Hudson, it was explained, had been eating its way through the rock for some centuries, as geologic time is reckoned. Contemporaneously with the making of the river the territory through which it ran had gradually subsided, possibly an inch or two a century, thereby making the Hudson the extraordinary river it is. The ancient mouth of the river used to be somewhere out by Sandy Hook, what is now Long Island sound is a tributary. All this being so, said the geologists, it was easy to see that the Hudson was a mighty deep river. They didn't know why there was no record of the depth of the bedrock, but they were ready to assert that it was there.

The bed, as a general thing, buried gradually from source to mouth, sloped under the mud and slime of centuries. Along through the highlands there was no fault in the bedrock; so if the engineers just kept on going down they would find it.

The engineers went at the measuring job again. It isn't an easy task, for, through the muddy bed of an old river, your measuring instrument soon gets stuck and you think you've hit the rock when you haven't.

But it can be done, and the engineers of the water board are doing it. At last reports they had gone down 480 feet. Chief Engineer Smith said they would go down 1,500 feet if necessary, but he expected they would find it at about 1,000 feet.

The crossing from Storm King to Breakneck, he said, was by all odds the most desirable on the river. When the depth of the bedrock was ascertained then would come the planning of the method of crossing. It had already been decided that a tunnel through the rock was the most feasible method.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

NEW YORK, Jan. 12.—(Special Correspondence of The Bee.)—Because no one ever took the trouble to measure and record the depth of the Hudson river, the engineers who have undertaken the job of bringing the water of the Catskills to New York City were put to considerable extra trouble. Mapping out the course of an aqueduct, which will deliver daily 100,000,000 gallons of water from a point 100 miles away was a big undertaking, but it was not expected that the crossing of the Hudson would be more than an incident.

It turned out differently. Chief Engineer J. Wolfe Smith and his assistants first went hunting for some record of the depth of the Hudson to bedrock. They found none.

Mr. Smith said he didn't believe the river had ever been measured. If it had there was no record that he could find. Of course it had been measured at the shores, and maybe many persons had found out how far it was down to the muddy bottom, but what he wanted to know was how far down the bedrock was.

The plans called for crossing the river from Storm King to Breakneck mountain, the northern gateway of the Highlands.

This would necessitate a tunnel of exceptional strength.

A third scheme suggested was to build a bridge from mountain to mountain. Such a bridge would have to be 160 feet high. This would be all right, as far as getting the water across is concerned, for the aqueduct is some hundred feet above the river, anyway. But the cost of keeping such a bridge in repair would be great.

Therefore it was decided that a tunnel through the bedrock of the river was the best way to solve the problem. It was the cheapest, Mr. Smith said, but, more than that, it would be everlasting. The rock was solid granite on both sides of the river, which would insure permanency.

All this seems very wonderful to the lay mind. The aqueduct is to go through Storm King at a height of 450 feet above the river and take up its course at only a slightly less height on the opposite face of Breakneck. Between the two there must be a dip of some 1,600 feet.

Mr. Smith had to smile when the unscientific reporter expressed his incredulity that such a thing could be done. He called attention to what the reporter learned in his schoolboy days, but he forgot, that water finds its own level and does run up hill when it is so inclined. The present aqueduct crosses under the Harlem at a depth of 300 or 400 feet, and 1,600 feet or more extra didn't make the least difference in the world.

This is what will happen when the aqueduct strikes the Hudson: Coming down from the Catskills through a tube seven feet high, the mighty underground stream will shoot through a vertical tube to 1,600 feet or so below the surface of the Hudson, cross the river through a short horizontal section, force its way up another vertical tube and then on to New York through the main tube again. The accompanying illustrations give an idea of the course the aqueduct will take.

PLAN OF THE CONDUIT UNDER THE HUDSON RIVER.

The engineers began to probe for the bedrock.

They went down some hundred feet and then called to the geologists. The geologists assured them that the bedrock was down there somewhere if they only went deep enough.

The Hudson, it was explained, had been eating its way through the rock for some centuries, as geologic time is reckoned. Contemporaneously with the making of the river the territory through which it ran had gradually subsided, possibly an inch or two a century, thereby making the Hudson the extraordinary river it is. The ancient mouth of the river used to be somewhere out by Sandy Hook, what is now Long Island sound is a tributary. All this being so, said the geologists, it was easy to see that the Hudson was a mighty deep river. They didn't know why there was no record of the depth of the bedrock, but they were ready to assert that it was there.

The bed, as a general thing, buried gradually from source to mouth, sloped under the mud and slime of centuries. Along through the highlands there was no fault in the bedrock; so if the engineers just kept on going down they would find it.

The engineers went at the measuring job again. It isn't an easy task, for, through the muddy bed of an old river, your measuring instrument soon gets stuck and you think you've hit the rock when you haven't.

But it can be done, and the engineers of the water board are doing it. At last reports they had gone down 480 feet. Chief Engineer Smith said they would go down 1,500 feet if necessary, but he expected they would find it at about 1,000 feet.

The crossing from Storm King to Breakneck, he said, was by all odds the most desirable on the river. When the depth of the bedrock was ascertained then would come the planning of the method of crossing. It had already been decided that a tunnel through the rock was the most feasible method.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

Second, a shield tunnel could be built through the clay and silt. The construction of such a tunnel would be expensive both in life and money. One had only to read the record of accidents in tunnels now building around the city to appreciate how dangerous the work was.

The cost, too, had to be reckoned. Furthermore, such a tunnel was not practicable. It couldn't be constructed as tunnels for traffic are built because of the internal pressure of the huge flow of water.

The crossing could be made in four ways. First, by a number of pipes laid on the surface of the muddy bottom. The second, it is to be made by a tunnel with this method was that it wouldn't be permanent. The pipes would require frequent repairs and would often have to be renewed entirely, thereby partially interrupting the water supply of the city. Altogether it would be an infernal nuisance.

## INCIDENT OF PIONEER DAYS

Recollections of Chase of Mo's Thieves from Missouri to Omaha.

## TRACKED BY IMPRINTS OF NEW SHOES

The Capture, the Return Journey and Reception at Home—Death of the Leader of the Merry Chase.

Above the mists of time and the haze of romance enveloping the story of pioneer days looms the figure of horse and mule as helpers of the pathfinders. Possession of one or more were prime essentials in obtaining a livelihood. They were letters of credit for the newcomer, giving him an immediate standing in village or camp. Ownership made him a person worth while. Constituting the sole means of conveyance, the passenger locomotive as well as mail carrier, freighter and cultivator, horse and mule were as good as gold and readily exchangeable for coin or dust at a high figure. The great value of the animals and their importance in the scheme of progress caused them in many cases to be prized as highly as human life. Theft of the animals was a high crime and was punished with the rule, but effective specific of rope or gun or both. Yet so readily were they convertible in money that scores of desperate characters followed the risky business of horse lifting along the pioneer highways, and many a tragic adventure was enacted in their pursuit and capture.

## Two Market Towns.

In its infancy Omaha and Council Bluffs were quite a market for animals of questionable ownership. Horses were brought from the east and mules from Missouri. From the latter state quite a business was marked up and carried on so boldly that the authorities decided to get busy. One of the many expedients sent in pursuit of mule thieves to Omaha and beyond started from Lockport, now Kansas City, in the summer of 1853, and was in command of Thomas Mars, who died at his home in Berrien Springs, Mich., last Friday. There were five men in the party, all mounted and properly armed. A bunch of four mules had disappeared and about the same time three men were missed from their haunts. The pursuers struck the trail above St. Joseph and followed it along the Missouri valley until it was lost on the well worn road from Council Bluffs. Somewhere in that vicinity one of the mules was disposed of and driven inland. "We reached Council Bluffs," said Mr. Mars, in relating the adventure to the writer, "without any definite idea as to the direction the thieves had taken. We did not get a trace of the party in Council Bluffs, and we skirted the town and crossed the river to Omaha. We were only two days behind them, though we did not know it at the time. On the way to the river we discovered on the moist soil of the road the tracks of a horse and mule. We followed them and found the stolen animals had been shod recently. We felt confident we were on the right trail."

## Capture and Subsequent Events.

The pursuers pressed on with greater energy, stopping in Omaha only long enough to feed and water their animals and re-saddle them. They then rode some twenty miles west of Omaha, near what was then known as Elk City, they came upon the thieves, who surrendered without resistance.

"One of the three," said Mr. Mars, "was an expert preacher, and he was only cawed in the party before we had decided on a course of action; the preacher offered to give evidence against his fellows."

Pursuers and captives started homeward on the west side of the river, in order to avoid possible legal complications at Omaha and Council Bluffs. Near Nebraska City the preacher escaped during a night camp. The remaining pair reached Missouri.

"Some distance from home," related Mr. Mars, "we were met by a reception committee, which, finding us weary and hungry, gave us refreshments and took charge of the prisoners. We did not see them again. They did not reach town. Local tradition had it that the formalities of a trial were dispensed with. One thing we were sure of—the pair we brought back did not resume business."

## Typical Frontiersman.

Mr. Mars was a splendid type of American frontiersman, strong, rugged, forceful, quick to see and act, as clean and straight in life as the forest pines of Southern Michigan where the greater part of his life was spent. His parents settled in that section in 1831 when Mars was a babe of two years and he grew to manhood there. The western fever took him to Missouri in the fifties. When the civil war came on his strong union sympathies made him an undesirable resident. Several times he was urged to leave the country, but he did not move until the raiders burned his new mill. Returning to his old home near Benton Harbor he engaged in farming and fruit raising and continued it almost to the end of his 73 years. He was repeatedly elected a member of the Michigan legislature, served a term as state railroad commissioner, president of the state grange and was counselor, confidant and executor for most of the rural families in St. Joseph county. Mr. Mars, who died four years ago, was a near relative of Dr. O. S. Wood of Omaha.

## COUNTY CONTRACTS ARE LET

Ice Bids Are All of Them Rejected On Ground That They Are Too High.

The board let the annual contracts for the furnishing of most of the supplies, but rejected all bids for supplying ice, as they were considered too high. The bids ran from 35 to 40 cents per 100 pounds, and for filling the county hospital icehouse \$1 per ton. The bids were accompanied by a provision that these prices were not to apply in case of a short crop. The board will advertise for new bids.

The contracts for printing, stationery, lithographing and blanks are divided between a number of bidders, the Omaha Printing company and the Hopy-Barlett company being low on the greatest number of items. The latter company offered, in case the entire bid was given to it, to make a contract at the low price in any of the bids on the different items, but the board rejected the offer, holding it would not be fair to the smaller bidders who had helped put prices down. Other contracts were awarded as follows: Cement, sewer pipe, sand and brick to Sunderland Bros. company; lumber to the H. P. Cady Lumber company; fill to the Chicago Lumber company; meat for county hospital and detention school, to A. Thomsen; groceries for the courthouse, detention school, county hospital and county store, to Weinstein & Greenberg and Johnson Bros.; bread, to Z. K. Keeder at 24 cents per loaf of one pound; prescriptions, to Haines Drug company at 15 cents each; groceries and meats for the county store, to Allen Bros., J. P. Maltender and Sommer Bros.; drugs, to Myers-Dillon company and Sherman & McConnell company.

The board selected John L. Hobbs as a member of the Soldiers' Relief commission. County Assessor Reed was granted permission to appoint fifty deputy assessors to make the 1907 assessment.

All goods sold at Huberman's Jewelry Store Guaranteed as to Price and Quality.

Complies with all requirements of the National Pure Food Law, Guarantee No. 2041, filed at Washington.

## A CUP OF GOOD COFFEE

"Fresh Roasted Coffee?—bah! Mother didn't use fresh roasted coffee, she had Arbuckles."

The way to get a good cup of coffee that tastes like Coffee with all the delicious flavor and aroma intact, is to buy a package of the old original Arbuckles' ARIOSA Coffee, and grind it as you want to use it, first warming it a little to develop the flavor and make the grinding easy. Coffee loses its identity as Coffee after being ground or exposed to the air and is easily contaminated by handling.

Sold only in packages, sealed for the consumer's protection, containing one pound full weight. Sales for 37 years exceed the combined sales of all the other packaged coffees. The best coffee for you to drink, and save you money besides.

Same old firm, same old coffee. If your dealer won't supply, write to ARBUCKLE BROS., New York City.

Letters from Bee Readers

M. F. Harrington To Is Wherein He Differs from Omaha Jacksman.

## JUDGE HASTINGS DISCUSSES LILLIE PARDON

Wilbur F. Bryant Scoffs at the Anti-Lobby Law and Insinuates That Some Legislators Do Protest Too Much.

Contributions on timely topics are invited from readers of The Bee. Communications should be written legibly on one side of the paper only and accompanied by the name and address of the writer. The name will not be used if the writer asks that it be withheld. Unusual correspondence will not be published. Correspondents are advised to limit their letters to 300 words or they will be subject to being cut down to that limit at the discretion of the editor. Publications of views of correspondents must not be taken to commit The Bee to their endorsement.

Harrington Not a Jacksman.

O'NEILL, Neb., Jan. 11.—To the Editor of The Bee:

In your issue of yesterday you publish in your editorial columns the following paragraph:

One of the guests prominently in evidence at the Jacksman feast was M. F. Harrington, president of the recently organized Public Ownership of Railroads league. Either the invitation to Harry Broms as president of the league was misinterpreted or he neglected to send the usual letter of regret.

I am satisfied that the editor of The Bee believed it to be true that I attended the Jacksman banquet. But it is not true. I was invited by several of its members to attend but declined to do so, although I am not advised. It was wholly unexpected. I assumed that the speakers at the banquet, who were assigned political subjects, really represented the political sentiment of the managers of that organization. The speakers so assigned were Hon. L. T. Genung of Iowa, Hon. G. M. Hitchcock of Omaha and Hon. W. W. Switzer of Omaha. I am not at all in harmony with the political ideas of these gentlemen. I differ with them just as much as I do with the editor of The Bee, and perhaps even more. These gentlemen all stand for mobocracy. They want to progress. They want to go back to the old rule. They are all opposed to the government ownership of railroads. They believe in the existing system. I have it from Mr. Hitchcock personally, on the very day that we formed the league that he was opposed to public ownership of railroads and feared the "centralized power" of it and regarded the power that would be placed in the hands of the administration as "dangerous." As he regards this power as "dangerous," of course we must figure him as one of our stalwart enemies. The other two gentlemen evidently are of like opinion. The public ownership of railroads is going to break up party lines as no other question has broken them up since the republic was formed. In that new alignment, the orators at the Jacksman club will naturally be found in whatever party stands for the system of Rockefeller, Hill, Harriman, Ryan and Morgan. The rest of us will be found in another party.

Where the Jacksman club generally will be when this division arrives, I cannot foretell. If they were forced to take a stand on the question today the members of the Jacksman club would fight as badly as the famous Kilkenny cats. Influential in that club are those who stand for the existing system. But there are also in that club many courageous, honest, intelligent men who are not afraid to take the people's side on the railroad question. Yours truly, M. F. HARRINGTON.

## Hastings on the Pardon.

DAVID CITY, Neb., Jan. 11.—To the Editor of The Bee: What do I think about Mickey's action in pardoning Mrs. Lillie? Well, what I really think about Mickey and his exercising of the pardoning power, not only in this case, but in many others, was not lost on me in print. It would be more emphatic than elegant. He committed many infamous acts in his exercise of the pardoning power, but that was the most infamous of all. There is no excuse or justification whatever for it. His attempted excuse is that it is so without merit that it brands him in the minds of all right thinking people, as either a fool or a knave. In my judgment, a man who so abuses the authority placed in his hands by the people is a greater enemy of our more dangerous to organized society than any criminal he pardons. Such acts as his bring public officers into disrespect. People lose confidence in them. It brings about a disrespect and disregard of the law, and if those placed in office and given the supreme power in such matters violate the spirit of the authority they should not the ordinary fellow think he can't. Such acts breed anarchy. The man invested with authority who does such things is as much an anarchist as the man who carries a red flag in one hand and a bomb in the other for the destruction of organized government. His unlimited exercising