CONFIDENCED AND ROBBED.

Nebraska, the Long-Suffering Victim of the Burlington.

PAYING TRIBUTE TO ILLINOIS.

The Powerful and Conclusive Argument Presented by Lambertson and Mason in Behalf of Honest Railroad Rates.

[FROM THE BEE'S LINCOLN BUREAU.]

Messrs. G. M. Lambertson and Judge O. P. Mason, the attorneys of the Lincoln board of trade, have prepared their brief supplementing their arguments before the inter-state commerce commission in the cases against the Chicago, Burlington & Quincy railroad. The brief is a remarkable one in its showing of the Burlington road and its course in making Nebraska pay tribute to the other states through which the road runs. It is remarkable in its showing of profits that the road has wrung from the state and from the producing classes in Nebraska. It is the exposition of the greed of a corporation unexampled in the railroad annals of the country. In opening the brief they say: "It is an acknowledged principle in making freight rates that with the increase of the distance the ratio of the rates decreases, unless conditions exist that justifiy a suspension of the rule. * * * It is a very familiar rule in the transportation of freight by railroads, and has become axiomatic, that while the aggregate charge is continually increasing the further the freight is carried, yet the rate per ton per mile is constantly growing less. Examples showing the universality of this rule may be seen in the tariffs of railroads generally in the United States."

The Burlington route does not recognize this principle of commerce, but on Nebraska business constantly violates it. There was nothing in the testimony before the commission to warrant a departure from this rule; but, as the brief recites, on the contrary the increase of business and population at and near their termination of the long haul gave it additional force. To show that the Burlington road increases the rate with the distance instead of decreasing it, the following figures are cited:

Distance between Chicago and Omaha 510 miles.

Distance between Chicago and Louisville, Neb, 506 miles.

Distance between Chicago and Lincoln, 541 miles.

The Burlington road charges on fifth-class matter as follows:

From Chicago to the Mississippi river, 200 miles, 10c per cwt.

From Chicago to Des Moines, 354 miles, 15c per cwt.

From Chicago to Louisville, Neb., 506 miles, 25c per cwt.

From Chicago to Lincoln, 541 miles, 28c, showing on the long haul for the last thirty-five miles an increase of 3 cents, where on a shorter haul between the Mississippi river and Des Moines the increase is only 5 cents for 155 miles.

On lumber from Chicago to Louisville, Neb., the rate is 16 cents, and from Chicago to Lincoln, a longer haul, with only 35 miles added, the rate is elevated to 19 cents. The ratio of the rate is therefore increased with the distance, and the rate charged per ton per mile is greater for the long haul than the short haul.

As a circumstance that should lead this road to cease its manifest discriminations the brief makes a showing of the subsidies that Lincoln and Lancaster county alone have given the Burlington. It says: "The city of Lincoln and county of Lancaster gave, in subsidies and bonds, to the Burlington & Missouri River road and branches $445,000, which amount, added to the interest paid, aggregates over $800,000, in addition to the right of way, depot and other grounds of great value. When the lines were constructed to Lincoln the competition from the several roads was favorable, but their purchase and absorption by the Burlington shut off rivalry, with its attendant benefits and lower and better rates.

For all of these subsidies and advantages the policy of the road has been toward Lincoln and the entire state, to advance rates over shorter hauls and make the last fifty miles of the Chicago-Lincoln haul pay a rate excessive to the first fifty miles.

HOW THE ROAD HAS FATTENED.

To show how the Burlington road has fattened upon its Nebraska business, and the enormous profits it has wrung from both the producing and consuming classes in the state, the brief makes the following showing of the earnings of the original line between Plattsmouth and Kearney, 192 miles:

For 1885 the published report shows: Gross earnings, $3,952,753; operating expenses, 39 per cent of this; net earnings per mile, $11,325.

For 1886 the gross earnings were $3,549,322; operating expenses 30 per cent of this; net earnings, $12,783.92.

The statement for 1887 has not yet been made public, but the net earnings on the line were fully as heavy. Therefore the Burlington road on its main line earns enough above all expenses to practically build the road upon its present tariff rates.

But the earnings of their land department are equally enormous. The government land grant in Nebraska is confined to the road between Plattsmouth and Lincoln. The land grant earnings for 1885 were per mile, net cash, $5,154 and in 1886 per mile, net cash, $4,410. Continuing the brief says:

"The earnings of the department as shown by the Chicago, Burlington & Quincy railroad reports in Poor's manual were, from 1874 to 1886 inclusive:

Gross cash receipts	$10,903,762.39
Net cash turned to treasury	10,000,603.07
Assets December 1, 1886	2,508,385.89
Total	$12,508,988.96

"The receipts prior to 1873 are not open to the public, but it is estimated they are sufficient to make the total net earnings of the Nebraska land grant, $15,000,000. It would appear from this that the rates may be reduced far below the tariff in vogue without crippling the road or its capacity for profit earning."

The figures are given in the brief to show the immense revenue received by the Burlington road from Nebraska, and of the bridge transfers over the Missouri and Mississippi rivers, the figures being taken from the Iowa railroad commissioners report for the year ending June 30, 1887. These figures show that the Burlington road transferred more freight over the Missouri river at Plattsmouth and Nebraska City than over the Mississippi river at Burlington. Yet, with this excessive Nebraska business the state is held up for one-third higher rates than in Iowa.

The brief cites, as illustrating the magnitude of Nebraska's contribution toward the support of the Chicago, Burlington & Quincy railroad, the testimony of General Freight Agent Ripley given before the committee of the Missouri legislature: "We would not be able to earn sufficient to pay expenses and interest if we were cut off at the Missouri river."

"You could not?"

"No, sir, we could not if the other states did not pay tribute to Illinois."

Question—What states pay the most of it?

Answer—I think the states of Nebraska and Kansas. The railroads in the states of Missouri, Iowa and Illinois are being supported by the business of Nebraska, Kansas and Colorado.

As the Chicago, Burlington & Quincy has little mileage in Kansas, Nebraska is left bearing the principal burden of supporting the railroads in three states. The claim is made by the road that the ratio is increased at the latter end of a long haul, when the population is sparse, but the fallacy of this claim in support of the exorbitant rates in Nebraska at the end of the long haul from Chicago is shown by a comparison of population 190 miles east of the Missouri river and 180 miles west. In 1885 the population of Iowa counties traversed by the Chicago, Burlington & Quincy, 190 miles east of the Missouri, was as follows: Monroe, 12,824; Lucas, 14,791; Clarke, 11,369; Adams, 12,146; Montgomery, 15,901; Mills, 13,797; total, 80,258.

In 1885 the population for 180 miles west of the Missouri river by counties traversed by the B. & M. was as follows: Cass, 29,705; Lancaster, 39,719; Saline, 19,760; Fillmore, 18,452; Clay, 14,201; Adams, 18,004; total, 139,841.

The road therefore secures in Nebraska proportionately a greater tonnage per capita, compared with other states of the west, through which it passes, and as there is a longer haul per ton, securing greater revenue, the question is asked if justice does not demand that the rate per ton per mile should be less on Nebraska business than on the business of adjoining states. The brief concludes as follows:

"In view of the facts that the main line of the Burlington road will realize from its land grant $15,000,000, equal to $75,000 per mile, that its net earning for the last year reported was $12,783 per mile exclusive of land department, that the tonnage carried in and out of the state over the Burlington system was many times greater than that of the state of Iowa, and the rates, according to Mr. Ripley, support the road through Iowa and Illinois; that its grades are light and easy; that the cost of transportation to Lincoln on through freights is at least no greater than to more favored points; that Lincoln with a generous hand has paid to the different branches of the road in subsidies principal and interest nearly $1,000,000; that in the past she has not enjoyed, in fact equal rates with the more favored points, we conclude that our claim for a more reasonable and non-discriminating rate is one of merit, founded on justice and sustained by both reason and testimony."

CITY ITEMS.

The announcement was made Saturday evening that the last dollar required for the location of the opera house had been pledged and that the house was to be begun at once. It will be located on O and Fifteenth streets, with ground floor entrance and every modern improvement for safety, comfort and elegance. Ed A. Clinch, for years in the theatrical managing business in Lincoln, will be the proprietor of the house and its manager.

The regular fortnightly meeting of the Lincoln branch of the Irish National League in America was held yesterday afternoon at Fitzgerald hall with the usual large attendance. The speaker of the day was Rev. Father Dunphy, and his topic was "Gratton and the Irish Volunteers of 1782," which was handled in an eloquent manner. The usual excellent musical programme formed part of the exercises of the meeting.

A lad named Arthur Johnson, living near Pleasantdale, in this county, wandered along the banks of a creek a few days ago and ate freely of wild parsnips. He was taken violently sick on reaching home and died within an hour. Two other children who were with him are seriously ill from the same cause.

A young married family having rooms in the Potvin block exhibited both a lecture on home and temperance Saturday evening. While the man laid in one room drunk his wife attempted to end her troubles with laudanum, but failed to take a dose large enough to cause much damage. The physician who was called relieved her from all danger in a few moments.

The session of the city council to-night will be an important one. The liquor licenses for the coming year will be up for action, the vote at the recent election will be canvassed and the contracts for paving will be open and up for consideration.

The demands for brick pavements have caused the council to decide upon a trip of inspection, going to a number of cities in Illinois and Indiana where brick pavement has been used successfully.

George S. Miller, of Council Bluffs, was the successful bidder on the stone water sewerage in the first district, and has been awarded the contract for the work for $27,033.89, work to be completed July 1.

The quarterly report of the county clerk shows the receipts of his office for the first quarter in 1888 to be $1,007.45; disbursements, $875; leaving a balance due the county of $132.45.

The meeting in the interest of the White Cross movement held at the opera house yesterday afternoon was largely attended and addresses were made by Dr. Marine and A. H. Dorris.

The proposed reception to Bishop Bonacum given by a portion of the Catholics in this city is to take place at Temple hall to-night. Kid gloves will entitle one to admission.

On Wednesday evening a musicale under the direction of Prof. Adolph Weber will be given at the residence of Mr. and Mrs. H. W. Brown.

Conductors' Ball at Moberly.

MOBERLY, Mo., April 6.—[Correspondence of the BEE.]—Thursday evening, April 5, was the occasion of much merry making in the city of Moberly, as was celebrated the fourth annual ball of the Order of Railway Conductors of the Moberly division No. 49. Long before 9 o'clock carriages filled with handsomely dressed ladies and gentlemen began to arrive at the Hagerty hall, the decoration of which was grand and a great credit to the ladies. The walls were tastefully decorated with fine oil paintings, the chandliers were hung with red, white and green lamps. At the top of the stage and over the heads of the orchestra was the word "Welcome," handsomely executed in evergreens, under which hung the charter of Division 49, decorated in high art with flowers. At 9:30 the grand march was called. Then was presented to view the beautiful costumes of about two hundred and fifty guests, only a few of which we shall mention. The following is a description of a few of the costumes most worthy of attention: Miss Rose Grimes, Moberly, an elegant costume of black satin elaborately trimmed with jet, made dancing length, natural flowers and diamonds. Miss Pearl Gunnell, Moberly, white flannel, made dancing length and handsomely trimmed with tinsel. Mrs. R. S. Minor, Birmingham, Ala., mahogany satin duchess petticoat, drapery of cream crepe du chine. Miss Eleah Williams, Moberly, lavender surah silk, natural flowers and diamond ornaments. Mrs. John Lynch, Moberly, black silk, trimmed with jet, ornaments of garnets and pearls. Miss Josie Cavanaugh, Moberly, full evening dress of blue satin, cardinal plush train, natural flowers and diamonds. Mrs. John Nebergall, Moberly, black silk trimmed with jet, gold ornaments. Miss Mamie Quackenbush, Moberly, red plush, irridescent trimmings, natural flowers and diamond ornaments. Mrs. King, Moberly, garnet satin, duchess lace overdress, natural flowers and diamonds. Mrs. R. Ackert, Moberly, black silk, lace drapery and jet trimmings. Miss Lizzie Conaty, Moberly, lavender surrah, natural flowers and diamonds. Mrs. G. S. Gage, Moberly, full evening dress of cream colored satin, neck cut V-shaped, natural flowers and pearls. Miss Sophia Brown, Moberly, white albatross, pale green plush panels, natural flowers. Mrs. H. E. Whittenberger, Moberly, pink satin skirt, dancing length, moire bodice, natural flowers. Mrs. W. E. Travis, St. Louis, combination of plain and brocade satin radamah, corsage boquet of marchenell roses and diamond ornaments. Miss Annie Ostrander, Moberly, garnet silk and velvet. Miss Maggie Cavanaughe, Moberly, cream moire V-shaped neck, sleveless, diamond ornaments. Miss Ella Woods, Moberly, old rose pink faille, moire ribbon in loops, and diamond and pearl ornaments. Miss Lena Burkholder, Moberly, electric blue silk, pink sash and pearls. Mrs. M. McCabe, Moberly, black radamah satin, jet trimmings and hat to match. Miss Gibbs, Moberly, Havana brown moire, antique diamonds. Miss Stratton, Piasa, Ill., white cashmere, natural flowers. Mrs. A. J. Gunnell, Moberly, black silk elaborately trimmed with jet, diamond ornaments. Miss McCauliff, cream colored nun's veiling lace overdress, natural flowers and diamond ornaments.

Promptly at 12 o'clock supper was announced at the Grand Central hotel, which greatly favored in making this the grandest success of the season, which it undoubtedly was.

She Broke the Engagement

because she saw that he had ceased to love her. Her beauty had faded, her former high spirit had given place to a dull lassitude. What had caused this change? Functional derangement; she was suffering from those ailments peculiar to her sex. And so their two young lives drifted apart. How needless, how cruel! Had she taken Dr. Pierce's Favorite Prescription she might have been restored to health and happiness. If any lady reader of these lines is similarly afflicted, let her lose no time in procuring the "Favorite Prescription." It will give her a new lease of life. Sold by druggists, under a positive guarantee from the manufacturers, of perfect satisfaction in every case, or money refunded. See guarantee on bottle wrapper.

Store For Rent,

And two floors above. Elevator and free steam heat. 1513, on Dodge street, three years lease. Inquire at 1511 Dodge st. OMAHA BAZAAR.

THE COMMERCIAL TRAVELER.

Items of Interest to the Men On the Road.

LETTERS FROM THE TOURISTS.

A Successful Salesman Must Be a Gentleman—A Bold Bad Traveling Man—Omaha Sunday Guests—Samples.

A Drummer's Chief Pastime.

Northwest Trade.

Full soon the March month zephyrs rant,
And o'er the snow banks scoot,
We take from Hock our spring-time pant,
And soak our winter suit.

Then o'er the prairie wide we prance,
And jaw the livelong day,
And do the drummer song and dance,
In a paralizin' way.

We do the granger merchant, staid,
Eat sauer kraut und speck,
And sometimes brace the waiter maid
And get it in the neck.

Our life is one eternal round
Of pleasures that are rare,
But our chief pastime we have found
Is { Watching, work and prayer.
{ To slave, and sweat, and swear.

An Important Matter.

When the BEE began the publication of a department devoted exclusively to the interest of the commercial traveler, it was a new departure in Omaha journalism. This department has met with such favor with the general public as well as the traveling salesmen that it has made a permanent feature of the Monday morning issue of the BEE. In the future renewed efforts will be made to make this column one of especial interest. Aside from the entertaining sketches which may appear herein, there is no reason why this department should not be made one of direct advantage to the business interests of Omaha. No one is better fitted to give a correct estimate of the state of trade in certain territory than the commercial traveler who regularly visits that section. If a salesman for each Omaha house will make it his duty to send in to the BEE each month his observations as to the condition of trade in the different sections through which he passes the advantage will be material and the reports will be interesting to the business men of this city. This department is open for any matter pertinent to all questions affecting commerce and and the commercial tourists. In order that its interests may increase the wholesale merchants are requested to furnish from time to time items of interest and the traveling salesmen are especially invited to contribute their experiences, personals, arrival and departure of themselves or friends, accounts of deaths, of marriages and any other item which may be appropriate to the department. For the grievances of the commercial traveler this column will be at all times open and the general co-operation of the "knights of the grip" is solicited.

He Must Be a Gentleman.

NORFOLK, Neb., April 6.—[Correspondence of the BEE.]—Some weeks ago while in Denver the writer witnessed an instructive scene in a street car. Two young men, each occupying a rear corner of the car, were among the first to take their seats. By the side of each was a handsome leather grip taking up as much space of the seat as either owner. These young gentlemen were among the first to enter the car and as a consequence had ample room in which to spread themselves. Several ladies boarded the car in the down town trip and several gentlemen arose to give them room. Not so with the handsome grips. Following the example of their owners they maintained their comfortable position while passengers of flesh and blood who had paid their fares held on to the straps. During the entire trip this couple attracted the attention of the passengers. Each had an unlighted cigar in his mouth and the two kept up a conversation about their travels, time of trains, etc., displaying every few minutes their respective bundles of papers each of which was noticably clean and fresh looking. It did not take long for their fellow passengers to realize the fact that they were employed as traveling salesmen. It took no longer for the more observant passengers to recognize the deep anxiety on the part of this couple for their occupation to be known throughout the car. In equally as short a time the same observer realized the fact that this was their maiden trip on the road. At a certain street a moderately attired gentleman, who tipped the beam at perhaps 180, boarded the car and after glancing at the four standing passengers, he espied the leather grips still usurping a place on the seat. With little ceremony he reached for the largest of the grips and consigned it to a place on the floor. The passengers smiled approvingly, the owner of the valise bit his cigar and glared furiously, but the comfortably attired stranger was lost in thought, and apparently unaware of the pro and con opinion entertained in that car as to his personal merits. I recognized the stranger as a well-known and very popular commercial traveler, representing a Denver boot and shoe firm. When this traveler alighted I followed him.

"Are you acquainted with the two young men who took up so much space in the car," I asked.

"Not personally," he replied. "I happen to know, however, that one has been a clerk in a retail store until the latter part of 1887, and that he is now making his first trip on the road. He secured the position through the influence of a friend. The other is a stranger in Denver, but you may depend upon it that neither is a commercial traveler. Of course I did not pretend to notice their conduct, but I tell you just such men as they win the title of "hog" for the fraternity. If there is one thing that the occupation of a traveling salesman instills into a man it is politeness. One who has been on the road and proven himself worthy of his position is not likely to be accused of ungentlemanly conduct. Of course many unjust tales of "drummer" impoliteness and hoggishness go forth, but whenever they have any truth in them they arise from the conduct of such foolish young men as attracted our attention this morning. If these young men are not called in before the end of their present trip they will learn the value and necessity characteristics of a true gentleman are to the successful traveler."

I could not but appreciate the wisdom of these remarks. As a class commercial travelers are at all times gentlemen, appreciating and conceding the rights of others, as well as maintaining their own. In an experience of sixteen years upon the road I have met a few such young men as the ones I have here described, but to the credit of the busy fraternity be it said they are few and far between. P. D.

An Angel in Disguise Perhaps.

WAHOO, Neb., April 7.—[Correspondence of the BEE.]—There is no doubt that there is a great many hard things said against the traveling men which they do not merit. My long connection with them has taught me that there is no class of business men that work harder and are more generous and open-hearted than they. They are always ready to come to the rescue of the weak and unfortunate either with their money or in any other way, and knowing the interest the BEE takes in them I have ventured to write this story, which was brought to my mind by one published in last Monday's BEE, "How a Drummer Saved a Young Girl From Ruin." The hero of my story is a young man not yet thirty years of age; he would not permit his name to be published in connection with this, and I doubt if he would let the story be told did he know of it. Should we give his name he would be instantly recognized by all traveling men as one of the lightest-hearted and most liberal of the boys. Last fall he became acquainted with a bright and pretty young girl, an inmate of one of the most fashionable palaces of sin in Omaha. He found her to be well educated and refined. Her story was the same old one of meeting a smooth-talking man, who made love to her and accomplished her ruin. Filled with grief and shame she attempted to hide herself from the world by going to Omaha and leading a life of shame. After reasoning with her for some time he got her consent; went to her parents, told her story; carried the news of their forgiveness to her, and took her back the first of the year to her home. She is now in a happy family, surrounded by friends who are trying to make her forget the troubled past. This young man is considered by good people to be very wild and wicked, yet to those who know him best, beneath all is a heart as tender as a woman's. I give this to the readers of the BEE as an example of what some drummers are made of. It is a case, the details of which, I know to be a fact. A TRAVELING MAN.

Drummer's Methods.

"How do traveling salesmen sell goods?" is a question easily and often asked, but but with difficulty answered. Indeed, there may be a different answer from almost every man who travels, and yet no single explanation that would apply to all cases. Two general divisions might be made, however, in method of selling merchandise, and this is the way an old traveler writing in the Philadelphir Record divides them:

"There are a great many successful traveling men who make it their practice to go for business right away as soon as they enter a store. There is no waste of time and words in idle talk or congratulations, but samples are at once shown, and then it is: 'I can sell you these goods at such and such a figure; do you want any at those figures? No! Very well; how about these? Or these?' There is no dicker about price, and it is no use for the buyer to try to bluff the salesman. The buyer knows his man, and knows that what he says is final. If he sees a bargain that he wants, he takes it as offered, knowing that he can do no better with the salesman. There are lots of men who pursue this straightforward policy, and never attempt to beat about the bush, and they sell big bill of goods. Often, however, they are not so successful until they become known to the buyers, but they generally manage to get what they are after. Then there is the other extreme. Instead of talking business at the start, the salesman, if he has a big buyer in tow, spends a day with his man seeing the sights and generally enjoying himself, but never a word of business. There is nothing but pleasure for the first day. When the buyer has been well warmed up, and is in good humor, the salesman steps in to bid him good-bye, and just as he is on the point of leaving he mentions casually that he had some fine bargains in certain lines, and in a very incidental manner calls his attention to the goods. When he finally does depart he takes with him a goodly order which he has secured in a very unobtrusive manner and without apparent effort. Now here are two totally different methods of selling goods, and very often both will be used upon the same buyer by different salesmen with equally good results; while on the other hand, many men can only be approached by one or the other of the methods. It only shows that to buy or sell goods one must know his man."

He Reasoned It Out.

Merchant Traveler: "Henry," said the wife of a traveling man, "there is a woman on the next block who hasn't spoken a word for twenty-seven years. Isn't that wonderful?"

"Hum, she's deaf and dumb ain't she?"

"Yes," she said with a little pout, "How did you guess it?"

"Because miracles are out of date."

A Novel Scheme.

Ike Kallmeyer, a Detroit drummer, has hit upon a novel plan. Kallmeyer is accompanied in all his trips by a negro who is attired in a handsome uniform. The duties of this attendant are to carry the samples and perform other little necessary tasks. This is regarded as a great advertisement for the house and is said to be about as economical. Of his novel plan Kallmeyer says: In the morning at 8 o'clock, when I start out, it takes me from three-quarters of an hour to an hour to find some one to carry my samples; then when I do I have to pay him from $1.50 to $2, whether I use him a whole day or only a part of one. Then when I get through I have my samples to pack up, straighten out, etc., and it takes me an hour or two more, whereas if I had a porter I could get out and do the proper thing with my customers, and Sambo could fix things up ready to pounce down upon the prey in the next unsuspecting town.

An Old Coin.

Herman Gottschalk represents Mausbach Brothers, of New York, and has made several trips abroad in the interest of his firm, besides traversing the United States from one end to the other. While in Europe on one of his journeys he was the bearer of a contribution raised on this side of the Atlantic for a family at Konigsberg, Prussia, and made the acquaintance of Rabbi Adolph Gonzheim, of that place. For his kindness in looking after the family in question the rabbi presented Mr. Gottschalk with a rare and curious coin, which he stated had been in the possession of his family for generations, and highly prized. It was a gold and bronze piece of money, about the size of a United States copper cent, but much thicker, and the inscription was in ancient Hebraic letters, made of virgin gold. On one side were the words, Schekel Habodousch, or Holy Shekel, and on the other side the word Jerusenolajim, or Jerusalem. It was a piece of money current in the time of King Solomon, 1,900 years before Christ, and was only used inside the temple on a certain festival day, when a particular and appropriate prayer was being uttered. Hence the word holy shekel, and it was never known in the marts of trade, but was probably contributed by some wealthy member of the congregation. When he became possesed of this coin Mr. Gottschalk pledged himself never to allow it to go out of his family, and he is very proud of the precious piece.

It was carefully examined at the British museum by members of the Antiquarian society and pronounced a great find, and an offer of £500 was at once made on behalf of the museum authorities. Its intrinsic value is fixed at about $8.70, but it is owing to its antiquity that it is so valuable, for it is is nearly 4,000 years old.

Omaha's Sunday Guests.

There was a fair representation of traveling men in Omaha over Sunday, but not as many as in the past few weeks have spent their day of rest here. The Millard hotel arrivals were: L. B. Thomas, Chicago; A. McGillaway, Chicago; C. Y. Ette, St. Louis; H. Friend, New York; S. Hanuon, St Louis; T. E. Roberts. Chicago; P. P. Murray, Chicago; F. Hasford, Denver; W. A. Daylass, Chicago; J. H. Deitsch, New York; W. F. Hypes, Chicago; H. W. Newton, New York; J. E. Wood, Chicago; A. Hausted, New York: O. G. Walrath, Chicago; F. T. Rogers, Chicago; O. Bates, Milwaukee; J. T. Clark, Milwaukee; J. D. Randall, Cincinnati; C. D. Wright, Cincinnati; O. F. Bridge, Chicago; E. T. Jones, Chicago; A. A. Skinner, New York; G. Lawrence, Chicago; A. G. Sherman, Cleveland; C. L. Pratt, Chicago; W. H. Mileham, Chicago; W. G. Taylor, Chicago; A. J. Withite, Chicago. G. Levy, New York; B. Stacey, Boston; R. Gibson, New York; R. M. Simons, Chicago; C. J. Aron, Chicago; N. M. McCaull, Chicago; P. P. Waterman, New York; H. M. Goold. Rochester; T. J. Huddeson, Philadelphia; O. J. Walrath, Chicago; J. Marx, Cincinnati; W. R. Terry, New York; H. H. Wilhauner, E. L. Hicks, Chicago, B. F. Derby, Baltimore, Md.; G. W. Leslie, New York; P. B. Myers, Louisville, Ky.; H. H. Reese, Chicago; W. G. Bailey, Chicago; G. Kaug, St. Louis; C. D. Wright, Cincinnati; F. P. Noera, Boston; H. D. Warner, New York; D. F. Halsted, New York; R. G. Colder, Chicago; T. Starr, Chicago; J. Yetter, Toledo, O.; J. M. Batteuson, New York.

Samples.

He didn't kiss her—they'd told their love
In accents soft and low;
But her little brother behind the door
Shouted "Gallagher, let 'er go."

The St. Louis Post T. P. A., will give an entertainment April 20.

When will Omaha have a local organization of traveling salesmen?

The Iowa State Traveling Man's association has paid nearly $5,000 in sick benefits since its organization.

The Merchant Traveler says: John L. Sullivan has decended from his proud pedestal, and is now nothing but a plain, common, ordinary every day bean-eater.

Jas. E. Coleman, a commercial traveler, has begun suit against the proprietor of the Huff house, at Winona, to recover $10,000 damages, because he fell into the basement from a window at the rear of the hotel, in March 1887.

A traveling man is responsible for the statetement that at a certain hotel in Deadwood napkins are only changed when a change of proprietors is made. The present landlord is suffering from a slow but fatal disease, and the boarders are hopeful for clean linen by the Fourth of July.

In the great parade at Denver last week the T. P. A. took a promment part and appeared in line. The knights of the grip never appeared to better advantage. They turned out 100 strong and were attired in linen dusters with traveling bag slung carelessly over their shoulder. Each one was bedecked with a shining silk tile worn at various angles. W. H. Nimmo, as marshal, was mounted on a stylish horse and was assisted by Captain Harry Walker and Orderly Sergeant Beale.

The objects of the T. P. A. are to secure the repeal of all municipal, county, state and territorial laws imposing and enforcing a license tax on commercial travelers; to secure recognition from railroads as a profession, and obtain as favorable terms on transportation and baggage as are given to any other class of travelers; to adjust all differences between railroad and commercial travelers on a fair, equitable, business basis, etc. This they have accomplished in a great measure.

Phil Klum, a traveling salesman, was found in a dying condition in his room in Des Moines, Tuesday morning. Hard drinking had caused his death, and when found in bed with his clothes and boots on, while two dozen empty bottles lay scattered about the room. He was thirty-eight years old, and leaves three motherless children in Mt. Sterling, Ill.

Joe Mulhatton attended a Spiritualistic seance at Louisville the other evening and tried to hold an interview with the spirit of George Washington. The father of his country made an effort to materialize, but was crowded to one side by the spirit of Ananias, Æsop, Tom Pepper and Baron Munchausen, who climbed over each other in their eagerness to shake hands with their brother Joe.

The exposition management in St. Paul have decided to make Monday, September 10, commercial travelers' day. It is their desire that the day be one of the most enjoyable of the entire season. Attractive features will be introduced—a parade, speeches and music will compose the programme. Prizes also will be offered, the principal one being $50 to the oldest man of the craft. A leather medal of original and artistic design will be presented to the man with the largest foot. Fortunately the new bridge will be completed, and already arrangements have been made to widen the street approaches to the exposition building.

COMPARE PRICES.

We will give you better value for your money than any house in the country.

The very best grades of Mens' and Boys' Clothing, at the very lowest prices. You have the advantage of selecting from the largest, and newest stock in the city. For variety of stock, we have no equal Every garment purchased of us is guaranteed, we don't call Cotton mixed goods all wool in order to sell you our goods. We tell you just what it is and you can always depend on us; our aim is to make with every sale a steady and pleased customer. We do not advertise a few bargains and tell you they are out or sold, when you call for them all our goods are marked uniformly low. We sell at a smaller percentage of profit than has ever been attempted by any Clothing House. We make it up on the volume of business.

The splendid all Wool Cheviot Suits we are offering at $4.75, you can not find elsewhere for less than $7.50. We received last week another shade of the same goods, they are handsomer than the first; we sell them at same price, $4.75. Another great bargain we just opened, and placed on sale to-day, are a large lot of black warranted all worsted Corkscrew Sack Suits lined with good serge, well trimmed and substantially made. We offer them at $6.50. In purchasing this suit we guarantee you a saving of at least $4.00, as no house ever attempted to sell such a suit for less than $10.50. In fine Cheviot and Cassimer Suits, our selection this spring has never been equaled in this city, and no Merchant Tailor in Omaha, who charges you $35.00 to $50.00, can give you any better values or handsomer and more stylish fitting suit than the ones we offer ar $15.00 to $20.00.

Compare our prices with those of others, that's all we ask you.

One Price only. No Deviation.

Nebraska Clothing Company

Corner 14th and Douglas Streets. Omaha.

L. S. L.

CAPITAL PRIZE, $150,000

"We do hereby certify that we supervise the arrangements for all the monthly and quarterly Drawings of The Louisiana State Lottery Company, and in person manage and control the drawings themselves, and that the same are conducted with honesty, fairness and in good faith toward all parties, and we authorize the Company to use this certificate with fac similes of our signature attached, in its advertisements."

G. T. Beauregard
J. A. Early
COMMISSIONERS.

We, the undersigned Banks and Bankers will pay all Prizes drawn in the Louisiana State Lotteries which may be presented at our counters.

J. H. OGLESBY, Pres. Louisiana National Bank.
PIERRE LANAUX, Pres. State National Bank.
A. BALDWIN, Pres. New Orleans National Bank.
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UNPRECEDENTED ATTRACTION.

OVER HALF A MILLION DISTRIBUTED.

Louisiana State Lottery Company.

Incorporated in 1868, for 25 years, by the Legislature for educational and charitable purposes—with a capital of $1,000,000—to which a reserve fund of over $550,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present constitution adopted December 2d, A. D. 1879.

The only lottery ever voted on and endorsed by the people of any state.

It never scales or postpones.

Its Grand Single Number Drawings take place monthly, and the Grand Quarterly Drawings regularly every three months (March, June, September and December.)

A SPLENDID OPPORTUNITY TO WIN A FORTUNE. Fourth Grand Drawing, Class D, in the Academy of Music, New Orleans, Tuesday April 10, 1888—215th Monthly Drawing.

CAPITAL PRIZE, $150,000.

Notice—Tickets are Ten Dollars Only.
Halves, $5; Fifths, $2; Tenths, $1.

LIST OF PRIZES:

1 CAPITAL PRIZE OF		$150,000	$150,000
1 GRAND PRIZE OF		50,000	50,000
1 GRAND PRIZE OF		20,000	20,000
2 LARGE PRIZES OF		10,000	20,000
4 LARGE PRIZES OF		5,000	20,000
20 PRIZES OF		1,000	20,000
50 "	"	500	25,000
100 "	"	300	30,000
200 "	"	200	40,000
500 "	"	100	50,000
APPROXIMATION PRIZES:			
100 Approximation Prizes of		$300	$30,000
100 "	"	200	20,000
100 "	"	100	10,000
1,000 Terminal	"	50	50,000
2,179 Prizes, amounting to			$655,000

Application for rates to clubs should be made only to the office of the company in New Orleans.

For further information write clearly, giving full address. POSTAL NOTES, express money orders, or New York Exchange in ordinary letter. Currency by express (at our expense) addressed to

M. A. DAUPHIN,
NEW ORLEANS, LA.

Or M. A. DAUPHIN,
WASHINGTON, D.C.

Address Registered Letters to

NEW ORLEANS NATIONAL BANK,
NEW ORLEANS, LA.

REMEMBER That the presence of Generals Beauregard and Early, who are in charge of the drawings, is a guarantee of absolute fairness and integrity, that the chances are all equal, and that no one can possibly divine what number will draw a Prize.

REMEMBER that the payment of all prizes is GUARANTEED BY FOUR NATIONAL BANKS OF NEW ORLEANS, and the tickets are signed by the president of an institution whose chartered rights are recognized in the highest courts; therefore, beware of any imitations or anonymous schemes.

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DR. PRICE'S CREAM BAKING POWDER

MOST PERFECT MADE

Its superior excellence proven in millions of homes for more than a quarter of a century. It is used by the United States Government. Endorsed by the heads of the Great Universities as the strongest, Purest and Most Healthful. Dr Price's Cream Baking Powder does not contain Ammonia, Lime or Alum. Sold only in cans.

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Who is WEAK, NERVOUS, DEBILITATED, who in his FOLLY and IGNORANCE has TRIFLED away his VIGOR of BODY, MIND and MANHOOD, causing exhausting drains upon the FOUNTAINS of LIFE, HEADACHE, BACKACHE, Dreadful Dreams, WEAKNESS of Memory, BASHFULNESS in SOCIETY, PIMPLES upon the FACE, and all the EFFECTS leading to EARLY DECAY and perhaps CONSUMPTION or INSANITY, should consult at once the CELEBRATED Dr. Clarke, Established 1851. Dr. Clarke has made NERVOUS DEBILITY, CHRONIC and all Diseases of the GENITO URINARY Organs a Life Study. It makes NO difference WHAT you have taken or WHO has failed to cure you. FEMALES suffering from diseases peculiar to their sex can consult with the assurance of speedy relief and cure. Send 2 cents postage for works on your diseases.

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