

Authoritative Spring Fashion Exhibit



A festival of Spring that carries you far into the realms of Fashion, where elaborately trimmed costumes stand side by side with sterner tailor-mades, neither suffering by the proximity—all the latest word of Fashion with exclusiveness the key note and the voice of Spring joining the voice of economy to bid you buy now.

Distinctive Suits

\$2250 \$2500 \$2975 \$7500
New York city made, yet eloquent of Paris, are these engaging styles—tailored by artists alive to every amendment of initial Spring styles, and offered to you at matchless low prices.

Charming Dresses and Gowns

A fascinating assemblage of new beauties, suing for your favor—handsome, practical Foulard dresses, voile dresses \$1975 \$2250 \$2500 \$2975 to \$55 and dresses of chiffon taffeta, crepe de metere or messaline silk.

Smart Models in Spring Coats

All the latest expressions from Fashion's Calendar are here—swagger, long reverses, wide collar shapes, or plainly tailored models as your fancy prefers—\$1475 \$1975 \$2250 \$2500 to \$3975 In splendid array, at.....

DEANSON AND TORNE CO.

Spring's Loveliest Waists

Smart marquisette waists—attractive lingerie waists or silk waists of unusual beauty and charm.

BAD FIRE IN THE STOCK YARDS

One Man Killed and Two Others Are Injured.

FIREMAN TRAMPLED BY STEERS

Five Hundred Head of Cattle Perish in the Flames that Sweep Through Pens, Cremating Them All.

CHICAGO, March 18.—(Special Telegram.)—One man was killed, two firemen overcome, a patrol driver knocked from his seat and trampled under foot by wild steers and 500 head of cattle perished today in a spectacular fire which for a time threatened the entire stock yards. By daring work the firemen and employees of packing houses confined the stubborn blaze to the steer pens. Forty pens were destroyed and every steer in them was cremated. The damage is estimated at \$75,000. The dead: CORNELIUS MORAN, 38 years old; fell fifty feet and died instantly. The injured: John Champagn, captain fire insurance patrol, knocked down while trying to save a pen of steers, trampled and painfully injured. William Ehrhart, driver fire insurance patrol, knocked down and trampled on. Chief Lacey and Edward J. Dick of truck No. 19, slight.

Early this morning Watchman Fry discovered flames in the center pens of the stock yards. He ran to the nearest telephone and gave the alarm. The engine and hook and ladder companies quickly responded. The pens, which were of wooden construction and covered, were burning fiercely. Battalion Chief Lacey, upon arriving on the scene, turned in a full alarm. Victims of the last stock yards fire, in which Fire Chief Moran and twenty brave firemen lost their lives, loomed up before the firemen as they entered the yards to fight the stubborn blaze. Chief Lacey, who had been injured at a recent holocaust, immediately warned his men to be careful of the old runways and not to stand underneath them. "Don't take any chances with your lives here, boys," warned the chief, who was directing his men.

Fire Chief Seyferlich arrived shortly after the general alarm was sounded. Aided by the private fire department of the packing houses, the Chicago firemen fought the blaze in the pens and prevented the flames from spreading to the beef houses and general offices of the Hammond Packing company, which were within a block of the burning pens.

OLD FIDLERS TO CONTEST

No Youngster Can Compete in Playing the Old Time Tunes for Prizes.

All old fiddlers who can play "Arkansas Traveller," the "Tune the Old Cow Died On," and other equally classical and difficult selections, will have an opportunity to display their ability at the Y. M. C. A. on Friday evening, March 24. It is to be the finest that you desire.

Diamonds!

The expert knowledge of our experts and the established integrity of this establishment makes this the logical place to buy precious stones. In fact, this is the natural place to select your diamonds, for we have had an experience of twenty years in selling stones in Omaha and we have established a reputation that is unequalled in the city. We guide you against getting an imperfect stone. We show you many stones and let you get the finest that you desire.

We guarantee to refund ninety per cent of the purchase price any time within one year of sale. We can supply your wants in watches, silverware, jewelry and rings.

Menzel
JEWELER
152 & DODGE.

LAWMAKERS DEAL IN MILLIONS

(Continued from First Page.)

Recommending to Pass House.	\$1,500,000
H. R. 611, general maintenance bill.	\$1,500,000
H. R. 612, Deficiency bill.	\$1,500,000
H. R. 644, miscellaneous claims bill.	\$1,500,000
Total.	\$1,500,000
Pending in Committee.	
H. R. 230, department county fairs.	\$20,000
H. R. 231, state highway commission.	\$20,000
H. R. 232, live stock sanitary board.	\$20,000
H. R. 233, state electrical engineering department.	\$20,000
H. R. 234, more land for school for the blind.	\$20,000
H. R. 235, salary inspector.	\$20,000
H. R. 236, agricultural extension.	\$20,000
Total.	\$150,000
General File.	
H. R. 237, army normal building.	\$20,000
H. R. 238, caserary normal building.	\$20,000
H. R. 239, tuberculosis hospital.	\$20,000
H. R. 240, tuberculosis ward, Massachusetts.	\$20,000
H. R. 241, Framont normal school.	\$20,000
H. R. 242, tuberculosis hospital, South Dakota.	\$20,000
H. R. 243, state public health bureau.	\$20,000
H. R. 244, army normal building.	\$20,000
H. R. 245, state public health bureau.	\$20,000
H. R. 246, grandstand, state fair grounds.	\$20,000
H. R. 247, game law, Illinois.	\$20,000
H. R. 248, to mark Oregon trail.	\$20,000
H. R. 249, buildings, Lincoln asylum.	\$20,000
H. R. 250, to save at orphanage hospital.	\$20,000
H. R. 251, water main, school for the blind.	\$20,000
H. R. 252, relief for W. A. Phillipot.	\$20,000
H. R. 253, relief for Mrs. Glover.	\$20,000
H. R. 254, relief for orthopedic hospital.	\$20,000
H. R. 255, state poultry board.	\$20,000
H. R. 256, heating plant, school for the blind.	\$20,000
H. R. 257, aid for weak school districts.	\$20,000
H. R. 258, railroad spur, Norfolk asylum.	\$20,000
H. R. 259, relief for Louise Rollins.	\$20,000
H. R. 260, relief for Mrs. Glover.	\$20,000
H. R. 261, agricultural extension.	\$20,000
H. R. 262, purchase Furnas collection.	\$20,000
H. R. 263, sub fish hatchery at Royal Hill.	\$20,000
H. R. 264, Culbertson experiment station.	\$20,000
H. R. 265, army at Beatrice.	\$20,000
H. R. 266, pure seed bill.	\$20,000
H. R. 267, army maintenance.	\$20,000
H. R. 268, new building, Beatrice institution.	\$20,000
H. R. 269, land purchase, Kearney.	\$20,000
H. R. 270, industrial.	\$20,000
H. R. 271, glandered horses.	\$20,000
H. R. 272, live stock sanitary board.	\$20,000
H. R. 273, rural life commission.	\$20,000
H. R. 274, artesian wells, Holt county.	\$20,000
H. R. 275, institute for epileptics.	\$20,000
Total.	\$1,081,000
Indefinitely Postponed.	
H. R. 276, experiment station, Cambridge.	\$20,000
H. R. 277, building, military hospital.	\$20,000
H. R. 278, experiment station, north.	\$20,000
H. R. 279, agricultural experiment stations.	\$20,000
H. R. 280, agricultural high schools.	\$20,000
H. R. 281, agricultural extension.	\$20,000
H. R. 282, to purchase Furnas collection.	\$20,000
H. R. 283, sub fish hatchery at Royal Hill.	\$20,000
H. R. 284, Culbertson experiment station.	\$20,000
H. R. 285, army at Beatrice.	\$20,000
H. R. 286, pure seed bill.	\$20,000
H. R. 287, army maintenance.	\$20,000
H. R. 288, new building, Beatrice institution.	\$20,000
H. R. 289, land purchase, Kearney.	\$20,000
H. R. 290, industrial.	\$20,000
H. R. 291, glandered horses.	\$20,000
H. R. 292, live stock sanitary board.	\$20,000
H. R. 293, rural life commission.	\$20,000
H. R. 294, artesian wells, Holt county.	\$20,000
H. R. 295, institute for epileptics.	\$20,000
Total.	\$798,000
Special Levies.	
H. R. 296, University of Illinois, passed.	\$74,840
H. R. 297, Normal schools, 7-10 mills; general file.	\$18,210
H. R. 298, State bridge aid.	\$100,000
H. R. 299, State road aid, 4 mills; general file.	\$308,000
H. R. 300, university extension, one mill; general file.	\$25,000
H. R. 301, historical, 2 mill; general file.	\$25,000
H. R. 302, historical, 2 mill; general file.	\$25,000
Total.	\$1,081,140
Summary.	
Passed and signed.	\$197,100
Passed the house.	\$1,200,000
Recommended to pass house.	\$237,150
House, general file.	\$1,081,000
Pending in committee.	\$19,000
General fund total.	\$1,477,250
Special funds.	\$1,282,140
Total.	\$2,759,390

GUARDS AT EL PASO TREBLED

Company of Infantry Patrols River Front Between Bridges.

FIERCE FIGHT NEAR OJINJAGO

Mexican Commander, with Detachment of Eight Men, is Bottled Up Near the City—Water Supply Cut Off.

EL PASO, March 18.—All approaches to the bridges leading from the American side to Juarez, Mexico, today were guarded by three times the usual number of United States troops. Heretofore only a small detail has been assigned to this duty, but at daybreak today tents had been set up along the edge of the river and an entire company of infantry was sent to patrol the bank between the two bridges which form the main arteries of traffic to Juarez. Scores of Mexican soldiers came to the opposite river bank to look across at the United States troops. It was a typical frontier scene, where the army of one nation might salute with that of another, while each remained on its own soil. An American who returned from the Insurrec territory today said that Captain Oscar G. Creighton, the American Insurrec leader who, with a small force, has been endeavoring to bridge across the Mexican National Railroad is still encamped in the hills a few miles south of Juarez. Creighton's band, which is composed in large part of Americans, is suffering severe hardships, according to this man. The men declared, have often gone several days without food and only the chance coming upon a steer has saved them from actual starvation.

AMERICANS APPEAL TO DIAZ

Seven Hundred Residents of Chihuahua Ask Him to End War.

CHIHUAHUA, Mexico, March 18.—(Via El Paso.)—The 700 American residents here held a meeting today to consider plans for war as soon as possible. Manuel Balbas, a prominent physician, already had prepared a petition, suggesting that if Diaz would guarantee certain reforms to the people, the war would quickly stop. The city has been under siege for practically eighteen days and the people's patience is becoming exhausted. Little news has come in from the outside. Today the telegraph wires with Juarez were open for a short time, but it was used almost exclusively for official business. The Americans, most of whom are business people or employees of the mines, are extremely anxious, because of the continual rumors that the Insurrec would attack the town.

American Woman's League.

The Omaha chapter of the American Woman's League will meet at Schmoeller and Butler Auditorium Thursday, March 23. The program will be as follows: Piano Solo—Miss Margaret Howard. Reading—Miss Marguerite Scott. Vocal Duet—Mr. and Mrs. J. M. Sturdevant. Mrs. W. B. Howard will give a short talk on the advantages of the study of Esperanto. Mrs. Carrie Dawson Scott will talk on the advantages of art. Study classes are under the leadership of Mrs. Nettie Allen; piano, Mrs. J. M. Sturdevant; vocal music, Mrs. J. W. Rusev; household economics, Mrs. Jeanette White; short story writing, Mrs. Carrie Dawson Scott; art, Mrs. W. B. Howard, Esperanto.

Mail Clerks Ousted From Their Quarters For Sanitary Reason

Supervising Architect Says Condition of Rooms Was Menace to Health of Other Occupants.

(From a Staff Correspondent.) WASHINGTON, March 18.—(Special Telegram.)—It was stated at the office of the supervising architect that the order of eviction of the railway mail clerks from the rest rooms and dormitory in the Omaha city postoffice is almost entirely due to the fact that these rooms are not kept in a sanitary condition and are a general menace to the health of other occupants of the building. In many large cities where there is sufficient room in the federal building, rooms have been set apart for the accommodation of the railway mail clerks, in which to sleep or lounge between runs. However, in some of the larger cities such as New York, Pittsburgh and Chicago for instance the dormitories for the mail clerks have been abandoned, the reason being that the government needed the floor space for ever increasing postal business and outside quarters have been rented for the accommodations of railway mail clerks.

In Omaha, however, it is said a different condition prevails and the order closing rooms to clerks, effective April 1, is almost entirely due to unsanitary conditions, blankets and bed linen generally having been allowed to become very greatly soiled and infested with vermin. This condition was reported by the custodian of the building to Supervising Architect Taylor and after due consideration the order of eviction was issued mainly for the purpose of fumigating and disinfecting the rooms, the condition being reported to be most unsanitary. The entire trouble seems to be that the railway mail clerks dormitory has never been properly "policed" as one would say in speaking of a military camp. There seems to have been a woeful lack of even the most ordinary care of the dormitory of the railway mail clerks at the Omaha postoffice. Alexander Grant, general superintendent of the railway mail service, was shown a copy of the Bee containing the local story of eviction of railway mail clerks from their lounging room and dormitory in the city postoffice building. He read the article with interest, it being, he said, his first knowledge of such a move. He said the reasons must be sought from the supervising architect under whose control all matters relative to public buildings fall. The order, as stated in The Bee, was issued by the Treasury department and the Postoffice department, so far as appropriations can be secured for the purpose, in many cities has been rented quarters to serve as dormitories for railway mail clerks in which to lounge or sleep between runs. Many take advantage of these practically free accommodations, and are assessed a small fee merely for janitor service. Where these dormitories are located in the postoffice building proper, those accepting accommodations are expected to keep them clean either through their own efforts or by paying a small fee to someone to make up beds and otherwise keep the apartment in a cleanly condition. Mr. Grant said he knew nothing of conditions in Omaha.

Look Over the Field.—The successful business man is the one who advertises wisely. The experienced advertiser uses The Bee.

WOLF HUNTING IS CITY SPORT

Wolf hunting has become the principal pastime on the municipal playgrounds of the city of Florence. The wolves which infest the countryside are moving to town for safety. The peaceful citizens sit with a rifle leaning on the telephone desk and street car conductors carry clubs. A typical city wolf hunt took place Friday afternoon, when an irritable coyote abused the confidence of a playful pup belonging to Henry Anderson. The town dogs organized a vigilance committee, and, aided by their masters, sought to avenge the wrong. The coyote was "freed" behind the telephone exchange, but escaped to the paved street where his prairie training gave him speed. Dodging street cars and automobiles the pursuit led across town toward the water works. At Mine Lusa the wolf made his escape good by swimming a settling basin ahead of the pack. Along the line of the hunt, citizens were armed with garden rakes, croquet mallets and golf clubs, air guns and pieces of fence. But the gambling wolf got away. Saturday morning he was playing with the dogs in the street again. The influence of civilization only emboldens the wolves. They play in the flickering shadows of the electric lights and dig their lairs in flower beds. A wolf hunt with a wind-up at 10 a. m., has been planned for Sunday.

GREAT RATE ISSUES AT STAKE

Interstate Commission Takes Up Important Hearings Monday.

INVOLVES TARIFF MAKING RULES

Western Bonds of United States Are Viciously Interested, and Best Legal and Expert Talent is Now in Washington.

(From a Staff Correspondent.) WASHINGTON, D. C., March 18.—(Special Telegram.)—The Interstate Commerce commission will begin final hearing on Monday of a series of cases, including the application of the long and short haul clause in the fourth section of the act to regulate commerce. These cases are by far the most important and far-reaching ever submitted to the commission since its organization. The hearing involves substantially all rates from eastern points to west of the Rocky mountains, from Canadian to Mexican lines.

The importance of this hearing lies not only in the fact of the enormous change it will make in revenues of carriers affected, but a possible change in business conditions and in system of rate-making, based not only on tradition but continuous practice for over forty years. There is also involved the action of the commission in the application of railroads to be relieved from operation of the long and short haul clause between eastern and far western points, growing out of water competitive conditions.

During all these years, to a large extent, tent rates to points west of the Rocky mountains were based upon the water rates to the Pacific coast, plus the local back. There has been more or less modification of this rule, but it has substantially obtained. As a result, also, of the operation of the rule carriers have maintained lower rates to Pacific coast points than they have to many interior points. This practice has given rise to many complaints from the interior, finally culminating in the enactment of the amended fourth section of the act to regulate commerce providing that the rate to a shorter distance cannot exceed the rate to a longer distance unless justified by direct application to the commission and allowed by it.

Spokane Case First Action.

It was not until 1906 under the Hepburn rate act, that the commission was given power to make rates. The first suit brought under the act was the Spokane case under which Spokane claimed by reason of its shorter distance to eastern points, lower rates, which at once brought in question the whole system of rate making above outlined. This case has been pending for something over four years and there have been numerous hearings. In the meantime, however, interior cities like Salt Lake City, Baker City, Walla Walla, Reno, Phoenix and other cities, brought similar suits.

On the other hand coast cities, whose rates out from the coast had always been maintained on a very high basis brought suits for reduction in their rates. This competition they had to meet as against eastern manufacturers and particularly on trust made goods, based on rates from eastern points was so severe that they had been forced back to a narrow strip along the coast. They took the position that a Pacific coast dollar was substantially similar in value to an eastern dollar.

In the meantime with such a situation existing, it was but natural that other great commercial interests should become involved. New York intervened claiming benefits of water competition and Chicago came forward claiming right to its position. The Missouri river cities have not formally intervened, but their location has been recognized by the commission and they are in a peculiarly favorable situation owing to their location as any change in the system of rate making will rebound to their advantage.

Great Interests Involved.

When the millions of revenue involved and the revolutionary change in the basis of rate making proposed in the vast territory covered is considered, one can understand why the commission has exercised such care in taking decisive action. Water competition, the long and short haul clause, basing points, distributing benefits of water competition and Chicago arising from the fact that it is vitally affected by the decision which the commission may make are represented in Washington by their big tariff chiefs and by their counsel, and that cities of the west as well as the east are represented by representative men, many of whom have taken part in a number of different fights arising out of conditions which now exist on the coast from a traffic standpoint.

The first contest for readjustment of coast rates actively began just twenty years ago. During the pendency of these cases the commission has been and is believed, with their light before them they would be reasonable rates to such points as Salt Lake City, Spokane, Baker City, etc. Before, however, ordering them to effect they requested the railroads to check tariffs as proposed and ascertain as nearly as they could the possible loss thereunder if said rates became effective. These tabulations will be submitted on Monday and will show annual losses, approximately, as follows: Loss to Great Northern, between \$600,000 and \$700,000. Loss to Northern Pacific, about \$1,100,000. Loss to Harriman lines, \$1,300,000 per year. Great as this loss appears, it is very much less than the railroads anticipated would be the effect of the proposed orders. The Willard hotel today gave one the impression that the entire brains of the commission had been assembled there, for men who were had assembled in congress, making one of the most animated scenes that has been seen in the national capital in years.

Among the railroad representatives are: J. C. Stubbs, L. J. Spence, Chicago; John A. Monroe, N. H. Loomis, Omaha; Maxwell Everts, New York; P. W. Williams, general attorney, Short Line; W. W. Cotton, general attorney, Portland, representing the Harriman lines; C. W. Derbow, general attorney, Southern Pacific; Gardner Lathrop, general attorney, Santa Fe; George T. Nicholson, vice president, Santa Fe; F. E. Houghton, freight traffic manager, Santa Fe; J. M. Hannford, vice president Northern Pacific; R. Paul; J. G. Woodworth, traffic manager, Northern Pacific; C. G. Brennan, vice president, Burlington; J. A. Rogers, traffic manager, Oregon Short Line; F. B. Robinson, general freight agent, Oregon Railway and Navigation company, Portland; C. K. Dunlap, traffic manager, Southern Pacific lines in Texas.

The cities which will be represented at the commission, beginning Monday and which it is expected will consume the entire week, are: Portland, Seattle and Tacoma, represented by J. N. Teall of the Portland Chamber of Commerce and one of the leading attorneys of the Pacific coast; San Francisco will be represented by W. H. Wheeler, traffic manager of the

The pulse of your watch

Feel the pulse of your watch. Does it beat sixty seconds to the minute? If it does not it needs attention of our specialists in watch repairing. These skilled workmen will render your defective watches accurate—so they may be trusted to keep you punctually informed.

A watch should be cleaned about every eighteen months, for watch oil, though the most refined made, thickens and dries within that period, and then the pivots become worn, a condition which will eventually ruin the delicate mechanism.

Our expert repairers are the highest class obtainable and show extraordinary skill and technique in producing reliability in watches that are constantly running on irregular schedules and throwing their owners out of prompt attendance at important engagements.

A store that maintains such a high standard in its business dealings as Edholm's does is the natural place to take your watches for having their defects looked after. Chronographs and repeaters are as correctly repaired as in the east.

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We take great pride in the quality of our work and are never satisfied with the result until you are. The next time you have any cleaning or dyeing to be done, give us a trial.

LADIES' LIST		MEN'S SUITS	
Tailored Suits	\$1.75 up	Suits	\$1.50
Dresses	\$1.50 up	Overcoats	\$1.50

Chamber of Commerce, and by Seth Mann, attorney for the San Francisco Chamber of Commerce.

H. M. Stevens is here to represent the Chamber of Commerce of Spokane, while there will be representatives present of the Chambers of Commerce of St. Louis, Chicago, Reno, San Bernardino and Phoenix, Ariz.

ROOSEVELT DAM IS NOW FINISHED

(Continued from First Page.)

leave a greater quantity than will come through the penstock, supplying the power house. The third exit for flood water, one that is most necessary, but will be least used, and the largest of all, is known as the sluicing tunnel, or tunnel No. 1. It was driven through the solid mountain circling the south end of the site, at the river level, before the construction of the dam began. It will be used for sluicing silt, if necessary, and for releasing a larger irrigation supply than the penstock furnishes, if needed, when the water elevation in the reservoir is below the entrance to tunnel No. 2.

Immense Amount of Work.

Among the earliest construction features was the building of a freight road six miles long from Mesa City, the nearest available railroad point, to the Roosevelt dam site. Of this, twenty-two miles is across a desert and thirty-eight miles through some of the most impressive mountain scenery in the west. The road was constructed for permanent use, though as crooked as a knotted rope and often winding around the face of a cliff. It is as fine a thoroughfare as a city street.

The foregoing constructions constitute the larger features of the storage enterprise, sixty miles or more above the lands to be irrigated. The distributing system is no less interesting, though no one feature is so great. The water, released from the dam, runs down the river channel for nearly six miles to Granite reef, a point just below the confluence of the Verde and Salt rivers, where a concrete weir dam 100 feet long and thirty-eight feet high, diverts water through a main canal on either side of the river, to numerous canals below, covering the entire reservoir district. The allotment of funds for this project to date is about \$3,000,000, and it may take 2,000,000 more to fully complete all contemplated work. The toll in human lives has been seventeen at Roosevelt and five at Granite Reef, as near as can be ascertained, through mechanical accidents and drowning.

Yet to Be Done.

The work to be done will include several plans for development of hydro-electric power at favorable places along the canals, the power to be used mainly in developing an auxiliary irrigation water supply pumped from the vast underground resources. It is calculated that the reservoir, or gravity flow, will eventually water 100,000 acres and that 60,000 acres will be watered by pumps. Land that was not worth 1 cent per acre before the project was undertaken, since its completion has risen in value from 10 to \$1.00 an acre.

The six massive gates of iron, which will control the outlet of the waters of the dam, each weigh 10,000 pounds. They measure four feet nine inches wide by ten feet high. They are divided into three "regular" and three "emergency" gates, the latter to be used only in cases of extreme floods.

The original town of Roosevelt, which was built by the people who went to the dam to work, now lies under about 20 feet of water. Its successor has been built higher up on the mountain slope. Roosevelt Goes to Roosevelt Dam. PHOENIX, Ariz., March 18.—Colonel Theodore Roosevelt and party arrived in

BURKETT LEAVES FOR HOME

WASHINGTON, March 18.—(Special Telegram.)—Ex-Senator Burkett will leave for Lincoln tomorrow to resume the practice of law. He will return to Washington in June and with his family will move overland to the Nebraska capital.