

WILL SUE FUEL CORPORATION

Civil Suits to Follow Conviction of Officers.

WILL DEMAND RESTITUTION

Government Wants Quarter Million Duties Alleged to Have Been Evaded by Various Fraudulent Devices.

SAN FRANCISCO, March 27.—The Western Fuel company is not yet out of its troubles. The United States attorney's office announced today that the government would institute suit against the company in about two weeks for the recovery of \$772,843.34 for duties on imported coal alleged not to have been paid and drawbacks alleged to have been misstated.

MAGNEY MAKES A STATEMENT

(Continued from Page One.)

statement to counsel for Brome and they did not hesitate to say they did not like it—in fact, after the indictment had been dismissed they told the court the statement was "not as they would have written it."

The lawyers persuaded Mr. Magney to make some slight changes in the statement and the county attorney started to alter the original document.

"It would be better to rewrite it," said Mr. McHugh.

The county attorney consented and some portions of the statement were rewritten.

After the indictment had been quashed by the court, counsel for Brome told Judge English that it must be understood that the action was not taken with the consent of Brome, but that he was "ready for trial."

County Attorney's Statement. Mr. Magney's statement is as follows:

"This case having been heretofore set for trial today, Friday, March 27, 1914, I desire to set forth in this manner the reasons why the state is not ready for trial and my reasons for asking that this case be nolle. The indictment in this case charges the defendant, Clinton Brome, with subornation of perjury, and alleges that in the case of Lacey Peyton against Hugh W. Williams, pending in the district court of Douglas county, one Georgia Ruth Geddes testified in a deposition which she gave in that case to certain acts on the part of the defendant, Hugh W. Williams, and when the case was called for trial she appeared on the witness stand and testified that the statements testified to by her in the deposition were false and that she had been induced to testify falsely at the time the deposition was taken.

It is further charged in the indictment that the defendant, Clinton Brome, induced and persuaded this witness to testify falsely when the deposition was taken.

Georgia Ruth Geddes is therefore an important witness; in fact, her testimony would be the only competent testimony the state knows anything about that could be used to prove the allegations in the indictment.

Told by Geddes Woman. "Immediately after the indictment was returned I learned that Georgia Ruth Geddes was a resident of Sioux City, Ia., and I wrote her a letter informing her of the allegations in the indictment and asked her if she could and would appear whenever wanted as a witness in the trial of the case. I stated to her that her testimony was necessary and that she would be paid the usual witness fees and mileage. I heard nothing from this letter, and as it was never returned to me I have every reason to believe that she received it. About ten days ago I called her over the long distance telephone and talked with her about coming to Omaha as a witness in this case. She told me in that conversation that she was sick and unable to come, and I asked her to write me a letter at once telling me why she was unable to come so that I could give a reason for asking for further delay in the trial of the case. I also asked her in that conversation if Clinton Brome, the defendant, said anything to her about what she should testify to in the deposition in question, and whether he in any manner induced or persuaded her to testify falsely. She told me over the telephone that Clinton Brome said nothing to her about what she should testify to in that deposition, but that she thought he knew what she was to testify to. I asked her to make a full statement in her letter to me as to what Clinton Brome said to her about her testimony or what he did in reference to the taking of her deposition. She promised to write this letter at once, but she has not written and I have received no letter from her.

Letter Never Came. "On last Monday, March 23, the court set this case for trial on this date, March 27, and immediately after leaving

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AFTER SICKNESS OR OPERATION

It is a pathetic mistake to accept drugs or alcoholic mixtures when nature craves nourishment to repair the wasted body and restore the vigor of health.

For forty years the best physicians have relied on the wholesome predigested nourishment in SCOTT'S EMULSION which is totally free from alcohol or opiates.

Scott's Emulsion sharpens the appetite—renews blood—nourishes nerves—strengthens bones and restores the courage of health to make life bright.

Scott's Emulsion sets in action the very forces that promote health. Its purity, richness and strength has stood the test of forty years.

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Right Now! When "Clothes" Are Uppermost in Your Mind

You will find our assortments most complete and prices most interesting



Three Big Groups of Men's Spring Suits for Special Selling Saturday . . .

\$15, \$20 and \$25

OUR SUITS at these prices lead all others, because they are tailored better, hold their shape better, fabrics and linings are better and their wear service is better.

For these reasons we urge you to wear one of our new models at \$15.00, \$20.00 or \$25.00. You will find that at whatever price you see clothes marked elsewhere you can come to this live store and do BETTER.

\$15 We sell so many suits at \$15.00 that we figure profit on volume instead of individual sales. Every one of our \$15.00 suits looks to be worth from \$3 to \$5 more than we ask—"and they're as good as they look."

Initial Showing of Boys' Spring Suits

Even a kid wants a new spring rig—either a Norfolk or a jaunty sack. We have the plain blue or black and serviceable mixtures, for hard wear that mothers know. Splendid values in worthy merchandise.

\$2.50 and up

Spring Hats

In all the nobby new styles, \$2.00 and \$2.50, and John B. Stearns at \$3.50 embody all the latest ideas in fashionable headwear.

Our Opening Display

gave you a truly magnificent view of the new things world fashions decree as correct.

EVERY DAY

hereafter is opening day, in fact, both as to importations as well as our own chic styles. There are the quaint bonnets or gorgeous tilted Watteau and other reminiscences of past glory in the world of art.

Your hat is here at practically your own price

3 Groups of Women's Suits

Wonderful values offered for Saturday. All the late models, all the new materials, all the popular colors. Hundreds of new garments in these three big special groups

\$17.50 \$24.50 \$29.50

For Women's New Spring Suits in gabardine, serge, alligator crepe, crepe poplin; in all colors and with all the latest style skirts and jackets. You will admit they are wonderful values.

For Women's New Spring Suits in popular silk and wool materials, in tango, reseda, labrador, wistaria, plumcot and leather shades, with tiered or flounced skirts and all the latest jacket models.

For Women's New Spring Suits in taffeta, moire, silk faille, crepe poplin and gabardines. Wonderful values in silk suits in this lot. Latest styles, newest colors. Every suit in the lot you would expect to be much higher priced.

Saturday \$17.50

Saturday \$24.50

Saturday \$29.50



You Never Saw Such Coat Values As Ours--and Everyone Moderately Priced

In the Cloth Coats we offer all the new weaves in materials, all the new colors and the very latest styles, with Roman striped collar and cuffs and the popular flare at the bottom. All silk lined. Saturday at—

\$12.50, \$15, \$17.50

Silk Coats are the fad of the season and we have the best showing of these to be found. Handsome moire or brocaded silk coats, all silk lined, in black, navy and colors. Two Saturday specials at—

\$15.00, \$17.50

HERE ARE SATURDAY'S BARGAIN SPECIALS

\$1.50 Lingerie Waists Dainty batiste and Voile styles, with low necks and show sleeves—a dozen different styles. 85c

\$2.50 Messaline Petticoats In all silk messaline and in all the new colors to match the new spring suits. \$1.65

Crepe de Chine Waists Beautiful crepe de chine shadow lace Waists, in the new high shades. \$4.98

\$1.50 Sateen Waists A splendid grade of black sateen Waists, in high or low necks. Fine for business wear. 85c

75c Women's Silk Hose Closing out our Women's Silk Hose. Tan and white only. A regular 75c value. 35c

\$4.00 Silk Petticoats In either messaline or silk jersey top, in all colors; a dozen different styles. \$2.98

Berg Clothing Co.

CLOAKS, SUITS, DRESSES, WAISTS, MILLINERY—2D FLOOR

SHIPPERS GIVE VIEW OF PROPOSED RATES

(Continued from Page One.)

deficit of \$217,112. Taxes for that year were \$88,022.

In 1910 the operating expenses were \$1,673,385 and the revenues \$1,458,834, showing a deficit of \$214,551. The taxes were \$7,925, and the income tax \$4,732.

In 1909 the operating expenses were \$1,468,472 and the revenue \$1,293,155, a deficit of \$175,317. The taxes were \$96,421. Of the \$1,760,979 of operating expense of 1913, Mr. Johnson said 70 per cent of it was chargeable entirely to Nebraska from intra-state business. All of the terminal expense in Omaha was chargeable up to Nebraska the same as in other states.

Improving the Line. Considerable discussion took place between Mr. Johnson and Commissioner Hall as to what the improvements made on the line from Omaha to the state line near Falls City had cost and what was charged up to betterment and how much to operating expense. In an effort to explain that part, Mr. Johnson said that in laying the new ninety-pound steel rails, the difference between those rails and the old sixty-pound rails was charged to betterment, while the labor was charged to operating expense.

The laying of the new white oak ties on the same line were charged to maintenance, under a ruling of the Interstate Commerce commission. As an indication of what these ties had cost, Mr. Johnson said, in 1910, 128,270 ties were laid, costing 32 cents each, while in 1913, 149,697 ties were laid, costing 50 cents each.

D. R. Lincoln, general freight agent of the same road, gave the commission a mass of figures regarding receipts and expenditures, saying that the bulk of the business done by the road came out of Omaha and Lincoln.

McVann Makes Comparison. E. J. McVann, representing the Omaha Commercial interests, made a comparison of freight rates out of Kansas City and St. Joseph and also out of Omaha, and furnished the commission with a number of maps to assist them in the work.

He showed the rates for different distances out of the Missouri towns, in comparison with the average as would be in force under the proposed rate per 100 pounds, as follows:

Table with columns for distance (100 MILES), class (First, Second, Third, Fourth), and rate (Cents).

Rates from Omaha. Mr. McVann was asked if he did not know that Atchison, Kan., competed with Nebraska towns, and answered that he had never heard of it. He said that he was not attempting to show that rates from Omaha were too high as compared with Kansas City, but thought, however, that they were.

He said the attitude of the Omaha Commercial club, which he represented, was not so much for lower rates as an

equality in rates which would enable that town to stand on an even footing with other jobbing points. He was willing to leave that proposition to the commission. He said that he wanted to see the rights of Nebraska cities and those cities immediately outside of the state preserved. Mr. Kennedy, a railroad representative, did not think the Omaha Commercial club showed very much interest in the rate hearing and said he did not believe many of the Omaha members of the club knew a hearing was on, so little interest was taken in it. Mr. McVann replied that the members of the Omaha Commercial club were not interested very much in what the rate was as they were in having Omaha placed upon an equality with other jobbing points.

Stands by Legislature. When asked as to certain acts of the legislature regarding rates, Mr. McVann said he was willing to assume that when the legislature passed a law that it represented the wishes of the people.

Edson Rich, attorney for the Union Pacific, raised a laugh by saying that he "hardly thought so in all cases." In continuing on the subject of Kansas City and St. Joseph rates, Mr. McVann said that as far as his experience went he believed those rates had been unjust in comparison with Omaha. "Omaha has

first call on Nebraska business as against any town outside of the state," said Mr. McVann. His reason for saying so was based on the fact that business in north Nebraska on the Elkhorn road belonged more to Lincoln than to Sioux City or any other point. He thought the proposed new schedule would tear up conditions as they are at present to the best interests of the state. The proposed schedule would, in his estimation, break down competition, as it gave each jobbing point a certain zone or territory and the result would be to keep competition out of that territory to the detriment of the retailer and consumer.

West Makes Protest. Grand Island and Hastings interests, represented by W. T. Thompson of Lincoln, protested against the modified rate and wanted a continuance of present conditions.

They showed that in the earlier days of the jobbing business at Grand Island and Hastings no equalization of rates of any kind existed. Later, through the efforts of the shippers located in those cities, the carriers in a measure equalized Grand Island and Hastings with other cities located on the Missouri river by establishing rates on fourth-class shipments in the following manner: The present fifth-class rate from Mis-

souri river crossings to Hastings and Grand Island is 25 cents per 100 pounds. In the establishment of the equalized rates to those points above mentioned the fourth-class rate to those points is found by deducting the 25-cent rate from the fourth-class rate established to stations west of Grand Island and Hastings from Missouri river cities. If revised No. 19 is put into effect on the basis of fifth and fourth out the jobbers of Grand Island will be put to a disadvantage with the jobbers of Omaha. In other words, the Omaha jobbers can ship in less than carload lots to Aids for 31.8 cents, while Grand Island will have to pay 34 cents, with the same conditions at Hastings.

Kelley's Army on Way to Julesburg

DENVER, Colo., March 27.—More than 100 members of "General" Kelley's army of unemployed men, on the way east from the Pacific coast, left Denver in box cars last night, having been fed by the police and escorted to a railroad track. They expected to stop today at Julesburg, Colo., then to continue their journey. Omaha is the next city of importance at which they planned to stop.

Fight on Director Kellogg is Failure

IOWA CITY, Ia., March 27.—(Special.)—That the movement to oust Athletic Director N. A. Kellogg of Iowa has proven a failure and that the petition for his dismissal, which was to have been presented to the state board will be dropped was practically admitted by those in charge of the documents today. The athletic board has issued a statement denying the charges.

FRENCH LINER DELAYED FOUR DAYS IS SAFE

NEW YORK, March 27.—The French liner La Touraine, whose four days' tardiness in reaching this port caused apprehension for a time, was reported 119 miles east of Sandy Hook by a wireless dispatch at 6:30 a. m. today. It should reach its dock late today. La Touraine is bound from Havre, from which port it sailed March 15 with 300 steerage and 200 first and second class passengers. A previous dispatch reported it proceeding slowly with deranged machinery on account of heavy seas.

Simplicity is Vital in All Mechanical Construction

I will try to tell you in this letter why an automobile should be simple in its mechanism, and the only way in which it can be more simple.

It should be simple, because this means safety.

The mechanism of a car which a family uses should be an open book, where every member, even to the children, should understand. By this means I am sure that the element of danger, to a great extent, is eliminated. This is vital in all machinery, because all machinery is more or less dangerous. The moment that you tamper with an automobile of today, capable of fifty miles an hour, without full knowledge of it, you are toying with your life, and the life of your family. It is doubtful, even at that, if one owner out of every ten, of a gear car, knows the mechanism of his car, to say nothing of the other members of his family. If he does know his car, the chances are that he is a machinist or the son of one, because it takes a skilled man to handle a gear car intelligently.

Above all other requirements is that of simplicity in automobiles. The business man who now goes out for relaxation into the country must free his mind of everything except keeping in the road at the proper rate of speed. In a car, after a busy day, is no time or place to study mechanics. No housewife hopes to become an auto designer; she is only interested in going ahead and keeping away from danger.

The gear car of today is as intricate as a locomotive engine. Think of it.

Now the Cartercar is designed and built to obviate complex construction. Its principle is the oldest in the world. Its construction is the simplest of all automobiles built. It is designed to increase both the business and pleasure of man, and is that from which a woman may derive the greatest enjoyment.

They can understand the Cartercar. They can drive it without being engineers. We have only to move a lever and use a pedal. They go fast or slow by a slight movement of the lever. There are no gears to strip when you change from one speed to another. It is all done without a jar. This is due to gearless drive. The simplest, the strongest, the most economical of all designs. This is the Cartercar—the car that I sell and stake my reputation as an honest man on.

There is no prettier car made than the Cartercar, or one with more substantial finish, luxurious upholstery, or more complete equipment. There is nothing lacking about the Cartercar to make it what I claim for it.



W. E. FOSHIER, Pres. Cartercar Nebraska Co.

CARTERCAR NEBRASKA COMPANY