

You are cordially invited to attend our SPRING OPENING Wednesday, March 25, 1908 KERN "The Millinery Man" 1508 Douglas St.

THAT indefinable and indispensable thing called style, goes hand in hand with a beauty and quality that is incomparable in our

Grand Spring Millinery Opening

All the latest creations of both foreign and domestic designs are here in all their grandeur.

This year's millinery shapes are of a style and shapeliness that will tend to enhance the beauty of the most beautiful—

KERN "The Millinery Man"

who at every season's opening has been the style producer for the west, this year has eclipsed all former opening efforts.

Music by La Grotta's Harp Orchestra

A beautiful silk American flag presented to every caller as a souvenir.

KERN "The Millinery Man" 1508 Douglas

and dam for water to furnish the city with power to pump its own water and run its own electric light system, both of which are now run and owned by an outside corporation. Mr. Barker has received word that congress has granted his request and...

Nebraska Law Unaffected. Attorney General Thompson said today that the decision of the supreme court of the United States in the case of the attorney general of Minnesota does not apply to Nebraska. He does not believe the law of Minnesota regarding railroads has been declared unconstitutional, but that the attorney general of that state has been found to be a wrongdoer in trying to enforce a state law after the roads had applied to the federal court for an injunction. It is the rule for the higher courts to take the allegations in the petition first filed.

In the Nebraska suits the state filed its petition first in the state courts, averring that the laws were valid and just and the higher court in dealing with the question of injunction in this suit from state to federal courts must take the state's position as true. In Minnesota the roads went into federal court first and the situation there is just the reverse of conditions in the Nebraska cases. They painted the laws as monstrous and the United States court, for the purpose of deciding whether or not the attorney general was in contempt, made their decision on the allegations of the railroads' petition.

Condition of State Banks. The quarterly statement of Nebraska state banks, compiled by Secretary Royce of the banking board, shows an increase of \$200,000 in deposits as compared with the amount one year ago. While this increase is smaller than usual it is considered a good showing for a period covering the recent panic. The report shows the condition of banks at the close of business February 29. Deposits decreased \$21,830 from \$1,000,000 to \$978,170. Deposits February 29 aggregated \$641,119. Secretary Royce said of the showing: There were 619 banks reporting, the average reserve being 348 per cent. The following shows liabilities and resources:

Table with 2 columns: Item and Amount. Includes Resources (Loans and discounts, Overdrafts, Bonds, etc.) and Liabilities (Capital stock paid up, Surplus fund, Undivided profits, etc.).

They declared the decision fitted the Nebraska case to a nicety in many respects. J. W. Orr, general attorney for the Missouri Pacific, said the ruling undoubtedly would apply to the Nebraska commodity freight law and some of the features of the railway commission act. Edson Rich of the Union Pacific and J. E. Kelby of the Burlington concurred in his view. In any event, they said, the court will have an opportunity to pass upon them.

Railroad Co-operative Stores. Burlington railroad employees, members of unions, will establish a chain of co-operative stores, embracing the entire system in Nebraska, and if the plan proves a success it will be extended to other states. Announcement of the plan was made tonight by a committee having the matter in charge. The first store will be opened in Lincoln and this place will be the distributing point for the state. As soon as possible stores will be opened at Wymore, Alliance, McCook, Havelock and Omaha. According to a member of the committee the stocks will consist of everything the family of a railroad man eats or wears.

Street Railway Fight May End. The election of J. W. McDonald, president of the Lincoln Traction company, and the selection of a number of Lincoln men as members of the board of directors, including C. H. Morrill and C. S. Allen, who has heretofore been attorney for the company, is expected shortly to result in a consolidation of the traction company with that of the Citizens' companies. The companies got hit severely in the supreme court recently when it was held that the franchisees of the companies would not permit either of them to make extensions unless the proposition was submitted to a vote of the people and carried. This decision, together with the case of the State Railway commission in fixing a valuation of the two properties, as a result of the efforts of the city attorney to prevent the Citizens' company from issuing additional stock, has developed a community of interest between the companies which did not previously exist. The election of C. H. Morrill as a member of the board of directors has created considerable favorable sentiment for the traction company. The latter's business connections and his standing as a man of affairs, it is believed, will materially assist in ending the street car wrangle here and that in the near future steps will be taken to merge the two companies. Mr. Morrill is president of the Lincoln Land company, the South Platte Land company, the Lancaster Land company, the Boston Investment company and manager for the executors of the C. E. Perkins real estate, amounting to over 20,000 acres in Kansas and Nebraska.

Class Adoption of Orchard. ORCHARD, Neb., March 24.—(Special.)—A rally and joint class adoption will be held in Orchard Wednesday evening, April 8. The camps from Orchard, Venus and Walnut are to take part in the class adoption, which is to be held at the school building tomorrow. The case against James Little, charged with highway robbery, was begun today. The case will go to the jury some time Wednesday.

Automobile Takes Fire. BEATRICE, Neb., March 24.—(Special Telegram.)—A leak in the gasoline tank of an automobile owned by Dr. E. F. Stewart caused the machine to blow up on the highway four miles southwest of town last night as Dr. Stewart was returning from a professional call. The machine caught fire and was practically destroyed. Dr. Stewart had a narrow escape from death. He threw a laprobe over his head and jumped from the car just before the explosion occurred. The car was brought to town today in a badly disfigured condition.

Nebraska News Notes. WAHOO—H. W. Barnes has disposed of his general store in this city and purchased a farm near Fairbairn.

SUTHERLAND—C. S. DePass of Omaha, who is engaged in insurance work, is laid up at a local hotel as the result of a severe sprain to one of his limbs.

DAVID CITY—A home talent play entitled "Jane" will be given in the opera house next Tuesday evening. Proceeds to go to the library and gymnasium.

BEATRICE—Mrs. John Langworthy, living near Ellis, died yesterday morning at 9 o'clock after a brief illness, aged 55 years. A husband and four children survive her.

DAVID CITY—Mrs. Edward Taylor underwent an operation at the David City hospital Tuesday morning. Bert Hastings, who was operated on last Saturday, is reported getting along nicely.

BEATRICE—John A. Kieran, a native of Germany and for sixteen years a resident of Beatrice, died yesterday of Bright's disease. He was 45 years of age and is survived by a widow and three children.

BEATRICE—The apostolic confirmation was administered to a class of sixteen Sunday evening at Christ church (Episcopal) by Right Rev. Arthur L. Williams, bishop of the Nebraska diocese.

LIVED IN THREE CENTURIES VIGOROUS AND STRONG AT 108



MRS. MARY WILKINS, 108 years old.

Thousands of letters like Mrs. Wilkins' are received from grateful men and women who cannot say too much in praise of Duffy's Pure Malt Whiskey for the benefit derived from its use.

Duffy's Pure Malt Whiskey

Is an absolutely pure distillation of malted grain; great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a predigested liquid food in the form of a malted essence, which is the most effective tonic stimulant and invigorator known to science; softened by warmth and moisture its palatability and freedom from injurious substances render it so that it can be retained by the most sensitive stomachs.

It is invaluable for overworked men, delicate women and sickly children. It strengthens and sustains the system; is a promoter of health and longevity; makes the old young and keeps the young strong.

CAUTION—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It is the only absolutely pure medicinal malt whiskey and is sold in sealed bottles only; never in bulk. Price \$1.00. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is Duffy Malt Whiskey Co., Rochester, N. Y.

CALDWELL DENIES HIS WORK

Representative from Edgar Says He Did Not Ask for Distance Tariffs.

RAILROAD MEN SURPRISED

Thought Caldwell Was the One Man in the State Who Secured a Petition Which He Now Repudiates.

(From a Staff Correspondent.) LINCOLN, March 24.—(Special Telegram.)—Representative P. A. Caldwell of Edgar denied today the authorship of the petition which it has been generally supposed he secured and filed with the State Railroad commission, demanding that the "commission show cause" why it did not promulgate a schedule of distance tariffs and tear the entire rate fabric to pieces and adjust it according to the desires of shippers.

Caldwell's announcement that he had nothing to do with the drawing of the petition was the first shock which the commission received. It had been generally supposed that he was the one man in the state who desired the hearing, but he explained the petition was handed to him with the request that he defend it, and he added that he could get 100,000 signatures to the petition.

At this point J. E. Kelby, attorney for the Burlington, remarked that he could get at certain times and by making certain representations, a petition to hang a man, though the man be entirely innocent. Mr. Kelby wanted to know who drew the petition, but Mr. Caldwell was silent.

J. W. Tewis of Omaha, president of the Western Bridges company, was present and said he was in favor of the distance tariff. Omaha's Representatives Silent.

J. M. Guild, commissioner of the Commercial club of Omaha, and E. J. McVann, secretary of the Omaha Grain exchange, are both present. Both are opposed to any distance tariff schedule, but Mr. McVann said: "My instructions are to come here and listen and keep my mouth shut. What we think of the man from Edgar is no one's business. It is certain that this whole affair will result in no good to Nebraska and appears to be a piece of political spite work."

About twenty-five shippers and representatives of commercial organizations from over the state are in attendance at the hearing. The railroads are represented by an equal number of their attorneys and traffic officials. Grand Island sent a larger delegation of its citizens than any other place. Following is a partial list of the persons who are present: Shippers and their representatives: C. J.

Ryan, M. L. Dolan, Jack Donald, Mayor Henry Schiff, G. B. Bell, W. A. Prince, James Rourke, C. H. Tully of Grand Island; Hugh J. Dobbs, J. W. Burgess, J. H. Von Steen, C. R. Hite of Beatrice; J. M. Guild, E. J. McVann of Omaha; A. W. Durand of Norfolk; A. E. Cady of St. Paul; W. B. Cushing of Hastings, and George A. Moade of Fremont.

Railroads: J. W. Orr, H. B. Kooser, K. M. Wharry, A. R. Talbot, for the Missouri Pacific; C. E. Spens, J. E. Kelby, for the Burlington; C. C. Wright, Ben T. White, S. F. Miller, R. W. McGinnis, S. M. Brasen, for the Northwestern; S. E. Bloor, for the Grand Island; H. M. Pearce, for the Rock Island; J. C. Stubbs, R. F. Wilson, J. A. Munroe, Edson Rich, E. B. Slosson, for the Union Pacific; E. B. Boyd, for all Gold lines.

Railway Commissioner J. A. Williams presided in the absence of Chairman It. J. Winnett, who is in Chicago. He stated that the proposition involving maximum and minimum distance tariff schedules and the question of continuing present jobbing tariffs would be taken up separately. The representatives of commercial clubs and shippers were called upon to state their attitude first.

Grand Island Satisfied. C. J. Ryan, president of the Grand Island Commercial club, was the first to speak. He said his town could get along under any system of rates which would not discriminate against it. Mr. Ryan referred to a few rates as they now stand which he thought to discriminate against Grand Island. Taking sugar as an illustration, he said the grocery jobbers of that city pay a Missouri river differential of 23 cents on California sugar, although the distance is less from the point of shipment to Grand Island than to river points, while Lincoln and Fremont, situated closer to the river pay only a 3-cent differential.

Some of the rates made out of Omaha to points in western Nebraska, going through Grand Island, are lower than those open to jobbers of the latter places. Mr. Ryan said. He considered this an injustice which should be wiped out.

Hugh J. Dobbs, attorney for the Beatrice Commercial club, took the ground that manufacturers, jobbers, and shippers of his city want no revolution in the rates, being fairly well satisfied with the existing schedule of distributing tariffs. He expressed doubt that the full effect which would follow the adoption of a strict distance tariff is generally understood. What inequalities there are now in the rates, he thought, could be remedied without overturning the whole system.

A. E. Cady, who is interested in jobbing at Grand Island and St. Paul, did not see the good of changing from one policy to another without knowing whether rates would be higher or lower under the new one. He disavowed any intimate knowledge with what the results might be. Referring to the Iowa distance tariff, which is 50 per cent lower, on an average than Nebraska schedules, he declared that its

adoption by this state would be a radical step and raise issues not to be settled without litigation.

Cady Tells His Story. Mr. Cady declared the railroads had always accorded his company fair and courteous treatment on all shipments, giving it rates which allowed it to compete on equal terms with Omaha, Lincoln and other cities. What he complained of was inequalities in the long distance rates.

Workings of the Iowa distance tariff were discussed by Mr. Cady. He said that the plan in vogue there would disadvantage, if put into effect here. Nevertheless, he did not think there is anything sacred or infallible about railroad tariffs.

"I venture to say, with all due deference to these tariff managers," Mr. Cady remarked, "that not one of them understands the rate schedules of his road or can show where it is based on an intelligent system of rate-making."

If the roads should refuse themselves to correct things which are palpably wrong and unjust, he believed those things would be rectified by the commissions which the people have created to regulate the transportation companies.

Returning to the topic of rates, he discussed at some length the practice of collecting 25 cents more on sugar shipped to Grand Island from San Francisco than where the same commodity travels 150 miles farther, to Omaha. He declared that this extra charge of 25 cents was a direct action on the Grand Island merchant, inexcusable from any standpoint. He could not understand why the railroads persist in their refusal to wipe out this discrimination.

One Little Kick. "I have noticed that wherever enough pressure is applied, the railroads give in," he said. In Kansas, the city of Salina gets the Missouri river rate on western sugar. In Nebraska, Lincoln and Fremont get that rate, while Grand Island pays the 25 cents excess. I cannot understand why the railroads will not voluntarily abolish this discrimination. Grand Island has always been loyal to the Union Pacific, but the Union Pacific will not give Grand Island justice."

Mr. Cady alluded to the high rates on coal to Nebraska points, saying the roads ought to lower them to the same level as on adjoining states. Instead of doing this, he claimed the roads are charging all the traffic will bear and coal costs more now due to high freight rates, than it did when he came to Nebraska thirty-one years ago.

Plan for Equitable Rates. At the conclusion of Mr. Cady's address, Commissioner Clarke, who is a resident of Omaha, asked whether it would be more beneficial to fix rates so as to manage a petition, or to arrange schedules so that jobbers in one city could underbid any others within certain territory. Mr. Cady replied that he did not believe competition would be lacking under an equitable rate schedule.

"Can a plan be devised, considering the location of cities throughout the state whereby they might all be treated alike?" asked Commissioner Williams.

"Yes, if some definite principle were kept in mind," responded Mr. Cady. "My policy would be to make rates open to all shippers, not necessarily confining them to jobbers."

M. S. Dolan of Grand Island spoke briefly as a fruit shipper. He said most of the grievances from which his firm suffers are interstate in character.

AVOID SECRET Stomach Remedies

Because Most of Them Contain Dangerous Ingredients, Which Produce the Drug Habit.

Thousands of people, having dyspepsia or stomach troubles in some form, continue to "doctor" themselves with all sorts of secret tonics, drugs, pills, cathartics, etc., which not only inflame and irritate the stomach and intestines, but in many cases cause the opium, morphine and cocaine habits.

You have a right and should demand to know what any medicine contains before you take it, unless it is put up or recommended by some reputable physician. Fakes and quacks will put most anything into their secret preparations, to make you like their stuff so as to want more of it, until it makes you the victim of some drug habit, which will ruin your health in a short time.

Stuart's Dyspepsia Tablets are not a secret remedy, they do not contain injurious drugs, and they are recommended by thousands of physicians in the United States and Canada to their patients for dyspepsia, catarrh of the stomach, and all other stomach troubles resulting from improper digestion of food.

These wonderful tablets actually digest food before they contain the very elements that are required of a healthy stomach to properly digest food, thus acting as a substitute and giving the overworked digestive organs a rest and a chance to regain their former health, strength and vigor.

Stuart's Dyspepsia Tablets contain fruit and vegetable essences, the pure concentrated tincture of hydrastis, and golden seal, which tone up and strengthen the mucous coats of the stomach and increase the flow of gastric and other digestive juices. They are extracted from milk; act to strengthen the nerves controlling the action of the stomach, blameth to absorb gases and prevent fermentation, and pure aseptic pepsin (gout test) of the highest digestive power. All these are scientifically incorporated in these tablets or lozenges and constitute a complete, natural, speedy cure for any stomach trouble.

Spring Announcement 1908. We are now displaying a most complete line of foreign novelties for spring and summer wear. Your early inspection is invited as it will afford an opportunity of choosing from a list of the prettiest and exclusive styles. We import in single suits made to order and suit cannot be duplicated. An order placed now may be delivered at your convenience.

The Secret of Perfect Health is a Free Movement of the Bowels—once every day. Hunyadi János The Best Natural Laxative Water Can always be relied on to relieve CONSTIPATION and all bowel troubles. In full bottles and splits 1/2 glass on arising.

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