

THE COMMERCIAL TRAVELER.

"An Omaha Drummer" Analyzes Judge Mason's Arguments AND FAVORS THE HALL BILL.

More Biographies of the Men Who Carry Samples Across the Country and Gather In Orders.

The Hall Bill.

GREELEY, Colo., March 14.—To the Editor of THE BEE: I have read with a great deal of interest the speech of Judge Mason before the Nebraska legislature, on the Hall bill, published in the columns of your great paper.

He also makes the startling announcement that "maximum rate laws are everywhere a failure." This is equivalent to asserting that the railroads are above the power and beyond the control of the state, for it would certainly be hard to point out any legislation of any state in the union on this subject, that does not have the principle of "maximum rates" as the foundation.

It is a mathematical proposition, bearing on the shipments from the state, that at the least calculation two-thirds of all the merchandise of every kind consumed by the people of the state is sold by Nebraska or Missouri river jobbing houses.

So far as the shipments of farm products from the state is concerned, if the legislature exercises its power in making the control of the boundary rates, the railroads cannot legally charge more for the through haul than the sum total of the two rates; the local rate, plus the rate from the boundary line to the point of destination.

Discarding the judge's figures, which I have been unable to verify, let us take the tariff rates as published—the fourth class rate: From Chicago to Grand Island is 53 cents per 100 pounds.

traffic from St. Louis to Grand Island, nearly 650 miles, for 48 cents per 100 pounds, what an enormous profit they must be making when they charge 40 cents for hauling the same goods 155 miles.

The Union Pacific company takes fourth class freight from a Chicago railroad at Omaha, and gets 23 cents for conveying it to Grand Island.

The railroad men justify these outrageous discriminations by harping "on the long haul." This is a mere subterfuge, for examining their rates to points west of the state of Nebraska you will discover that they do not recognize the argument of "long haul."

Now, if these illustrations prove that the Union Pacific company finds it profitable to accept traffic from western railroad corporations from Omaha to Grand Island for a rate of 23 cents, why should this company not be compelled by the legislature to accept from a citizen of Nebraska the same class of traffic at the same rate?

There are other points in the judge's speech which might be interesting to examine, but the gist of his whole argument may be summed up in a few words: The railroad companies are more powerful than the state, therefore any law would be useless; a commission who are in harmony with the railroads, armed with a paper-mache "club," will exert an influence in favor of low rates more effectively than any law which the legislature might create.

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perity now attending Mr. Loder has been forced into that position by his great professional ability, to which his five years' training at wholesale dry goods in Baltimore has largely contributed.

Uncle Bob's Dark Night.

Like the clergy or any other class of good citizens an occasional traveling man will descend from the lofty pinnacle of strict morality and take a rounder with the boys when he gets into the enchanting and gauzy mazes of a metropolitan city.

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THE THREE VISIONS OF POE.

A Weird Tale of Horrors Revealed to a Friend.

THE POET'S LAST WILD FANCY.

An Assassin on His Track—The Merry Caldron, the Midnight Torture and the Beautiful Sphinx on the Ramparts.

On the Brink.

An unpublished tale by Edgar A. Poe would bring a very large sum if offered in manuscript to any publisher in a half-dozen of the world's capitals, says a writer in the New York World.

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THE GREAT FIGURES.

are the arguments we have always used to influence trade and these telling figures have always brought us the customers, and we will always depend on them for the biggest share of the clothing trade.

Our business has been built up on the plan of low prices and we mean to continue on the same plan, Our stock this season is unlimited and this gives the buyer unlimited choice.

One lot of nice all wool Cheviot Suits, lined with good farmer's satin, at \$4.75. This is an honest suit, well made. At no time has such a suit been sold at less than \$7.50.

One lot of really nice cassimere suits, a neat dark mixture at \$5.90. This suit is lined with good serge, made substantially and we recommend it for excellent wear.

We have always had the reputation for the best line of well-made medium priced suits—say at \$8, \$9 and \$10. Knowing that the great majority of customers prefer that price, we have always taken pains to give the greatest possible value that could be put into a suit at that price.

Price means nothing until you see the goods. We want every careful buyer to take time to examine our garments and note every detail of fitting, trimming and finish.

MAIL ORDERS—Receive prompt attention and we send samples and rules for measuring on application.

Nebraska Clothing Company

Corner Douglas and Fourteenth Streets, Omaha.

view commanded by day the glittering serpentine trail of the river below and the panorama of what was then the home and the nurse of American literature.

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nephews, Nathaniel, Leopold and Alfred, sons of Baron Lionel Rothschild, inherited the city business, while his vast riches in cash, lands, house property and securities were for the most part bequeathed to his daughter, the Countess of Rosbery.

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