

TRYING TO PATCH UP A PLAN

Important Meeting of Representatives of Western Roads.

CUT-THROAT COMPETITION MUST CEASE

All the Roads Anxious to See It End—A Merry Passenger Line War on in the East—Mileage of the Atton.

CHICAGO, Ill., Oct. 4.—The committee of managers and vice-presidents appointed by the Western Freight Association to formulate a new agreement or suggest amendments to the one already in existence, met today at Chairman Midgley's office. There was a full representation of the Missouri river roads. At the morning session a resolution was unanimously adopted providing for the organization of a tonnage pool to cover all competitive traffic in the territory of the Western Freight and Trans-shipment associations. This action, of course, is in the nature of a recommendation to be passed upon by a general meeting to be held later. Should all the lines interested subscribe to the agreement and live up to it, there will be an end to cut-throat competition in the rates and the problem will have been solved. This afternoon the committee has been discussing the conditions of the proposed agreement. It is proposed to make it binding for a period of five years at least, and to appoint an advisory board with full authority to order division of freight whenever such a course may appear necessary to preserve the equalization of tonnage. The committee will be in session again tomorrow.

Passenger rates between Chicago and southern points continue to grow beautifully. The Illinois Central has at last been drawn into the fight. Its rate to New Orleans hereafter will be \$2.00 first; to Memphis, \$1.25. The Missouri also further reduced its rate to \$1.50 in the round trip rate between Chicago and Cincinnati and Chicago Louisville.

The Chicago, Burlington and Missouri and the Rock Island all filed notices of withdrawal from the Transcontinental association, to take effect January 1. This leaves only the Denver and Rio Grande to share with the Southern Pacific the honor of remaining in the association. The withdrawal of the Chicago and Burlington is a serious blow to the association, but it is possible that the withdrawing roads are guarding themselves against any technical point that may be raised to hold them from the association. Expenses after the ninety days have expired.

War on the private cars has been the order of the day. Since the Chicago & Grand Trunk reduced the mileage of the refrigerator cars of the dressed beef shippers the question of taking similar action with regard to patent stock cars is being agitated by the managers of certain western roads. The Chicago Great Western has given notice that it will no longer handle the cars of the Street Stable car company under contract, and when compelled to handle them to accommodate shippers will not allow more than a half-cent per mile per car. Other roads are likely to take similar action.

WILL BE BUILT

Nebraska Central Managers Say That Their Project Is Sure to Succeed.

Mr. J. H. Dumont, the prime mover and president of the Nebraska Central railway, when asked as to the status of the company, said: "We are not engaged in a game of bluff as our friends of the Interstate Bridge company seem to be. We are actively completing the necessary surveys and the preliminary work, and until this is done have little to say as to the Nebraska Central enterprise."

"We have until next May before a schedule of work is turned out, and long before that time you may expect to know that the Nebraska Central is an assured fact."

"Individually, I believe this talk of a new bridge at East Omaha is simply a game of obstruction devised to injure our enterprise, but more than ever I am hopeful that the Nebraska Central will be an accomplished fact. We will be in a position to talk more definitely in the near future, but we do not have anything definite we are not going to indulge in fables, be assured of that."

General Manager Nash Talks.

Mr. F. A. Nash returned yesterday morning from St. Louis, where he had been attending the meeting of the Nebraska Central. Speaking of that enterprise he said: "If I ever had a doubt about the building of the Nebraska Central, it has been entirely dissipated by the events of the last week. Of course we are going to build the line, but we are going to build the company for that purpose. All this talk of a new steel bridge at East Omaha is simply started to discredit our proposition in money circles, but we are not at all affected by it. We will have quite the contrary effect, for the people who are to be interested will see how vigorously we are going to build the line, and we will be more and more convinced that the Nebraska Central scheme is. Without wishing to occupy public attention, you may simply say that the Nebraska Central will be built."

Mr. Prince Gives His Opinion.

Councilman Sol Prince, chairman of the committee on viaducts and railways and also the chairman of the special committee appointed to confer with the railway and depot officials for the purpose of making an amicable settlement of the union depot difficulties, when he said: "I have read the report in the light of the arrangement between President Clark and City Attorney Council, which secures for the city the early construction of the line. I am glad that such an agreement has been reached, because I have worked hard and earnestly on this matter, fully understanding the detriment which is caused by the miserable shed which now does duty as a union depot. Nevertheless, I am positive that there must be a general understanding of the terms as arranged between President Clark and Attorney Council."

"In the article in The Bee it says that the Union Pacific is to be the city's main hold in trust by Alvin Saunders. When I happened to meet Mr. Clark last night and showed him the article in The Bee he said that his understanding was right the other way; that the city was to be the Union Pacific's main hold in trust by Alvin Saunders, which is much more reasonable, as part of this property is covered by the west end of the bridge, and the most of the balance lies between it and the proposed depot."

"This in fact has been the only matter of contention, as our citizens have insisted that only that portion which actually covers the depot building should be quit claimed by the city, and the balance held as a project."

"Regarding the blocks H to Q inclusive and the triangle known as the Wind-scraper park, which I look upon as a separate matter, which does not actually cover the depot, I am not at all concerned. I am not at all concerned for the reason that in return for giving up the property to the city the railroad company will accept certain concessions from the city, in the way of giving the right of way through certain streets in order that it may reach valuable property belonging to it, which at present it has no access to."

Against the Alton.

St. Louis, Mo., Oct. 4.—Judge Dillon gave a decision today in the suit of the Wisconsin Ferry company against the Chicago & Alton Railroad company for use of the right of way for the diverting of the Chicago & Alton road of its traffic to the Eads bridge. The court rendered a verdict in favor of the Wisconsin Ferry company, giving a judgment against the Chicago & Alton road for \$378,382.40. This litigation has been pending for several years.

Rio Grande Earnings.

DENVER, Colo., Oct. 4.—The total earnings of the Denver & Rio Grande railroad for the month of September were \$13,700, an increase of \$8,000. The total earnings since July 1 are \$1,329,064.

Transmissouri Freight Association.

KANSAS CITY, Mo., Oct. 4.—The regular monthly meeting of the Transmissouri

Freight association began here this morning. No business of importance was transacted today, the association will act cautiously on important questions in view of the changes contemplated by the managers and the presidents.

Railway Notes.

General J. A. Buchanan of the Elkhorn left for Chicago last evening by the Northwestern.

Mr. James Dampsey, who is a clerk in the General division of the Northwestern, is visiting friends in the city.

In view of the fact that the railroads have made a one-rate for troops attending the exhibition services of the Columbian exposition in Chicago on the 21st, there promises to be a lively war between the roads here to get the business of hauling the Second Infantry and band.

Mr. S. H. H. Clark, General George Leighton of St. Louis, government director of the Union Pacific and Mr. F. L. Ames, assistant to the general manager of the Union Pacific, although they may not start until Thursday, the day of starting depending on Mr. Ames' wishes. Mr. Ames, it is thought, will arrive this afternoon from the east.

The Northwestern is making things real warm at Lincoln these October days. On the 1st they entered actively into competition with other Chicago roads for passenger business to Chicago and intermediate points by putting on a solid vestibular train, lighted by electric lights, Pullman chairs, leaving Lincoln at 9:30 a. m. and arriving at Chicago at 9:30 a. m., a difference of three hours in favor of the Northwestern. This train leaves Lincoln at 7 o'clock and makes the run in fourteen and one-half hours, via Burlington and Rock Island, and it is expected there will be lively hustling on the part of the other roads to overcome the Northwestern's strong lead for business.

Look out for cheap substitutes! Beware of new remedies. Dr. Bill's Cough Syrup has stood the test for nearly fifty years.

HAYDEN BROS.

Special Bargains Wednesday.

38-inch wide bedford coats, dark styles, \$2.95.

36-inch wide tweed suits, \$8.95.

36-inch wide deersuit suits, all dark styles, worth 15c, our price 10c.

200 pieces, new dark styles of printed chills, only 7c.

50 pieces dark styles chills were 10c, reduced to 5c.

Big drive in fine towels in center aisle tomorrow, 25c each.

New lot of 6-4 chenille table covers, only \$1.95 each.

All linen napkins, 50c dozen.

10 pieces 58-inch single bleached damask at 50c yard, worth 55c. This is a special drive, and extra good value at 50c yard.

1-4-200 marcellines bed spreads reduced to \$1.00 each.

Remnants of table linen on sale tomorrow.

Remnants of dark outing flannel in great variety.

Remnants of gingham.

White shaker flannel 34c yard.

White wool flannel 15c yard.

Soft finished bleached muslin only 5c yard.

SPECIAL.

Over 300 odd pair of blankets, being a sample line of one of the largest houses in this country, on sale at prices that will tempt you to buy. Single blankets 25c, 35c, 50c and up, white double blankets 25c, 35c, 50c, 75c, \$1.00 and up, and upwards; some are slightly soiled while others are all right except the prices being cut all to pieces; a good investment; look them over.

HAYDEN BROS.

Dry goods.

Real estate.

Bargains only.

Mr. W. G. Good.

W. G. Albright.

621-2-3 N. Y. Life bldg.

The latest fads in opera glasses, retail at wholesale prices. Tudor Optical Co., corner Farnam and 14th.

Shirley's Auction.

Furniture, carpets and draperies at public auction today at 10:30.

At 10:30 a. m. some wonderful bargains left from our fire sale. Every article must go at once to make room for new goods.

Auction takes place in our east room, 1204 Farnam street.

CHARLES SILVERMAN.

1201, 1205, 1208 and 1210 Farnam St.

Among Military Men.

Dr. Bache has returned from a trip of inspection to Fort McKeaney, Robinson and Nebraska. He reports the health of the troops as being excellent, although the weather has been extremely warm for the fall season of the year.

The troops that have been stationed in the field in Wyoming during the summer have returned to their posts, as all indications point to a winter of rain, and the cattle kings seem to have subsided for the present.

DeWitt's Sarsaparilla cleanses the blood, increases the appetite and tones up the system. It has benefited many people who have suffered from blood disorders. It will help you.

Famed in Song and Story.

Octave Thane's "Stories of a Western Town," now running in Scribner's Magazine, is one of the best stories of illustration western life and character which has been published for years. In the October number is described with an illustration "Three Kickapoo Indians, splendid in paint and feathers, peacefully vending the famous Kickapoo Sagwa."

Marriage Licenses.

The following marriage licenses were issued by County Judge Eller yesterday:

Name and address. Age.

Patrick J. Butler, South Omaha. 27

Magie E. Fitzgerald, South Omaha. 20

Jessie Clayton Eash, Holstein, Ia. 21

Anna Brown, Omaha. 19

Henry Solt, Elkhorn. 21

Ellie Abers, Elkhorn. 21

Edward J. Greene, Omaha. 23

Katherine Kosters, Omaha. 23

Mrs. L. R. Patton, Moorhead, Minn., writes: "From personal experience I can recommend DeWitt's Sarsaparilla as a cure for impure blood and general debility."

Street Railway Extension.

The Board of Public Works has granted the Omaha Street Railway company a permit to erect poles for the running of an electric line of street railway on Twenty-ninth avenue, from Woolworth avenue to Hickory street, on Hickory street, from Twenty-ninth avenue to Twenty-ninth street, and south on Twenty-ninth to Arbor street.

Disease never successfully attacks the system with pure blood. DeWitt's Sarsaparilla makes pure new blood and cures all kinds.

After the Boy Burglars.

Sheriff W. L. Stearns of Logan, Ia., is in the city after Joe and Ed Daniels, who were wanted in his county for obtaining money under false pretenses.

ASTORIA'S EXCELLENT PORT

What the Wonderful Oregon City Has for the Vessels of the World.

THIRTY FEET OF WATER OVER THE BAR

Result of Planting Jettons at the Mouth of the Columbia River—Resources of the Country Immediately Tributary to Astoria.

Sidney Dill of Astoria, Ore., Pacific coast lawyer, is in the city on his way to Washington, in connection with the Pacific coast water front cases that have been specially advanced for argument before the United States supreme court October 17. The question affects all the tide waters of the Pacific coast, as to whether the United States, as original proprietor, can grant, and by its maintenance patents has granted, to the bank owner the easement of an exclusive right of access in his front for wharves purposes out to the actual channel of tidal water over intervening flats; or whether the Pacific states, deriving their title to the river beds from the same original proprietor by the congressional act of 1846, have the absolute title below ordinary high tide, superior to the bank owners' easement, and can fence him off from the channel if they choose.

Cases involving this question are up from Seattle, Tacoma, Astoria, Yaquina and other points on the coast, and it is expected that the question will be definitely and fully settled on the argument. Many of the greatest lawyers of the United States supreme court bar, including ex-Attorney General Garland, Prof. John F. Dillon and others are expected to participate in the discussion.

Very great riparian interests are involved in many important Pacific coast cities and along the entire coast.

Mr. Dill, who represents the interests of the Astoria bank owners, gave to a representative of The Bee some information as to the position of Astoria as the coming season of the west. He remarked last evening that the fact that since June 1 of this year Astoria had taken the front rank among the great first-class seaports of America.

"Why only since June 1, 1929?" he was asked.

What the Jettons Do.

"Because," he said, "prior to that time the bar at the mouth of the Columbia river was only eighteen feet deep, and it was a very rough, shifting and dangerous channel. On that day, our jetty was so far completed that, upon official soundings, there was found a depth of twenty-seven feet low tide, and a smooth, straight and safe channel, reduced from eighteen to three miles in width. Further west, the channel had been made a bar thirty feet at low tide. This is three feet better than New York and a foot better than San Francisco, the only other first-class American seaports. It means that the certainty of thirty-two feet on the final completion of the jetty."

"This extraordinary result has revolutionized all commercial conditions in the west. All the great transcontinental railroads are adjusting their business to the situation, and the first of the great lines of coastwise steamships are moving toward Astoria. The Union Pacific is now building the Astoria & Pacific eighty-five miles to connect. The Northern is about to connect from Grays Harbor. The Chicago & Northwestern has acquired the Oregon Pacific, and will come in from Astoria, Ore. The coast, in the early spring. The B. & N. Pacific reached Yellowstone park, and is heading for the same point. The Great Northern has its surveys on the coast, and is heading for the same point. The general public will soon realize the revolution created by this jetty."

"In all other conditions, besides its bar, Astoria is the equal of New York and San Francisco—railway connections excepted. Astoria's harbor, miles long, and its half mile in width can be made two miles if necessary by turning the middle channel to Astoria channel. It has in reserve twenty miles more of harbor, and its east and south-west sides in Cushman and Young's bays. Its shores afford of slips and piers for ships, from 500 to 2,000 tons in depth, as against 1,000 in New York harbor. In one other respect Astoria harbor is the best of any first-class harbor in the world—the climate. The water is fresh, and the great Columbia makes Astoria harbor fresh at low tide. This not only saves its wharves from the destructive tides, but cleanses the ships of verminous and thus adds 12 per cent to their sailing qualities."

"Not only is Astoria thus primus inter pares as to her harbor, with the Japan current, that highway for sailors, off her bar stretching to Hong Kong, and the Columbia running east and west giving her water level grade between the Rockies to the Gulf stream to Liverpool, she stands at one of the four great gateways of that world's highway of commerce from Hong Kong to Liverpool."

What Portland May Hope For.

"What about Portland, 100 miles up the river, you ask. She's all right. Making Astoria the Liverpool of the Pacific seas, make Portland its Manchester. It is only an echo of its provincialism, now fast passing away, that makes it the city to be the seaport on the Columbia watershed. Already she only ships foreign one-third of our total exports, because of the third-class export, she can't offer the best of our goods. Her great destiny lies in her unequalled position on the falls to manufacture for a world's market, and for her position as a railway center at the converging water levels of the Columbia watershed. With a world's favor to her, she can become the seaport of her products. The greater Astoria becomes as a seaport, the better becomes the market for Portland products. No seaport city can ever have a rival in an interior city, and vice versa. Each is a complement to the other, and a wonderful destiny is near for both."

The Columbia watershed is a vast region," remarked Mr. Dill, making a seeming transition. "It is one-sixth of the whole union in area, and is tributary to our great southern river, the water level. It is the north half of the water level. It is the being all west of the Rockies and north of the Sierras in California to the divide in the Rockies between the Pacific and the Columbia and the Thompson and the Snake rivers, except the 100-mile square of the Puget sound watershed. It is a shock full of the most wonderful resources, wheat, fruits, lumber, hops, minerals of every kind, stock and everything else, from the rich mines of the Salt Lake basin to the vast forests of the Snake river, and to beyond the south line of British Columbia."

Noticed Along the Union Pacific.

"This is my first trip over the Union Pacific, by way of looking over the wonderful Snake river plains. You have heard of the world-famed Willakette valley, 300 miles long and fifty miles wide, the pride of the west. Well, these plains, which day after day made such a wonderful recuperation of health recently, are just as fertile and a third larger. A sage brush desert, you say?

Yes, but with irrigation as fertile as the Plains on Suir. Many stretch clear across Idaho, over 300 miles long and fifty miles wide. At Bliss smelter, the Snake flows like a serpent, thousands of feet below the level of the plains. Of course, there is no water on the surface, but great syndicates are making reservoirs and utilizing the bases and other rivers and streams on the higher slopes to the north for irrigation. The result is marvellous—the greenest grass you ever saw, four tons of hay per acre, and the best of wheat in four crops per annum. A perfect mine of wealth in store for our great land."

"Still, the surface streams are inadequate to irrigate it all. But the mountains are full of water and the Snake river watershed carries off five times as much water as the Snake river itself. Almost anywhere you can tap water from eight to twenty feet over the soil. Five great streams run into the Snake between American Falls and the Oregon line at Huntington, yet the Snake seems no larger at one place than another. No plain inference is that the water percolates in underground channels, and years ago, tunnels, running the foothills would give limitless irrigation and make the richest country on earth."

"But the water is not the only gold fortune of Idaho. The sands of the Snake glitter with gold from a personal fountain, rarely sought by miners for years and years. Take out one year all the gold in one of the sandbars of the Snake and the next year you can get more. The gold is so abundant that no man knows, but they must be fabulously rich. Mining expert (both of Denver came across the Rockies with me. He has just been out there, and he claims the gold is in the country bedrock."

"I fear you will think I am rambling about our rich country. Not so, however, and the proof is in the rapid development of our wonderful land. So far as Astoria is concerned, look out for a great stir all over the coast. To meet the needs of the season of that great region she must grow from 10,000 to 30,000 population in a incredibly short space of time, to keep up with the developed country. That she is the exclusive seaport of our watershed is plain, because she will furnish a world's market price for products at the ocean's gate."

COLORADO GOLD.

Don't Be Poor All Your Life.

I want a partner with \$100. Think we can make \$20,000 sure in six months.

Perfectly legitimate and requiring none of your time. For particulars, address Hanford Stott, Durango, Colo.

Pears' Soap

People have no idea how crude and cruel soap can be. It takes off dirt. So far, so good; but what else does it do?

It cuts the skin and frets the under-skin; makes redness and roughness and leads to worse. Not soap, but the alkali in it.

Pears' Soap has no free alkali in it. It neither reddens nor roughens the skin. It responds to water instantly; washes and rinses off in a twinkling; is as gentle as strong; and the after-effect is every way good.

All sorts of stores sell it, especially druggists; all sorts of people use it.

The Liebig COMPANY'S

Extract of Beef.

Competent chemists supervise every detail from the care of the cattle and the process of extraction to the scrupulous cleanliness prevails to the quality of the completed extract. The product is pure, and its purity is preserved by the quality, flavor and purity of this famous product, which is sold as when first put up by the great chemist, Justus von Liebig.

Imcomparably the Best For Improved and Economic Cooking. For Delicious, Refreshing Beef Tea.

HUMPHREY'S

Dr. Humphrey's Specifics are scientifically and carefully prepared remedies, used for years in the treatment of all the most common and dangerous diseases of the human system. They are pure, and their purity is preserved by the quality, flavor and purity of this famous product, which is sold as when first put up by the great chemist, Justus von Liebig.

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