COBBLED THE CULF ROUTE

Appetite for Receivership Extends to the Lone Star State.

CLOSING ACT IN UNION PACIFIC AFFAIRS

Texas Supreme Court Grants the Prayer of Complainants for Relief in the Matter of the Fort Worth Lines -Lomax Not a "Jiner."

Almost the final act in the appointment of receivers for the Union Pacific occurred Monday in the state court of Texas, when Morgan Jones, president of the Fort Worth lines, and John D. Moore, superintendent of the same lines, were appointed receivers of the Fort Worth & Denver City railway, the Panhandle Railway company and the Fort Worth & Denver Terminal company, organ-ized and existing under the laws of the state

The bill of complaint shows the Union Pacific, Denver & Gulf Railway company, Silas H. H. Clark and Oliver W. Mink as receives of said company, and the Union Pacific Paulway company and George M. Pacific Railway company and George M. Pullman, Sidell Tilghman, G. M. Dodge and

Pullman, Sidell Tilghman, G. M. Dodge and N. Hermann, complainants, General Solicitor John M. Thurston appearing for these interests, Mr. Dana M. Lander presenting the papers to the supreme court of Texas.

After reciting the interest the complainants have in the property the bill further shows that the gross earnings of the "Fort Worth & Denver City Railway company, including the gross revenues of the Pan Handle Railway company, from the 1st day of January up to the 8th day of October, 1893, have been only about the sum of \$1,110,497.64, as, against gross earnings for the similar period of 1892 in earnings for the similar period of 1892 in the amount \$1,294,231.38, whereby railway companies, defendant, have suffered and companies, defendant, have suffered and lost in gross earnings in the year 1893, up to the 8th day of October aforesaid, in the amount of \$183,733.74 as compared with the gross earnings for a similar period of the preceding year," and the bill further alleges that from the best information obtainable it is the belief of the orators that "for that portion of the year 1893, up to October 8, the loss of net revenue for the said companies has been considerably more than \$100,000, as compared with the same period of 1892." The conclusion of the complainants being that the loss in gross revenue to the said Fort Worth & Denver City Railway company for the year 1893 will considerably exceed the sum of \$200,000 and the net loss to the campany for the same period will undoubt-edly exceed \$150,000, wherefore they ask relief from countless cases that will arise through the inability of the company to pay the interest on bonds and other charges ing due as well as maintain the road, pay operating expenses, etc. Appeal for Receivers.

Mr. Thurston, who prepared the bill, as well as all the papers in the case, says in his appeal for receivers:

well as all the papers in the case, says in his appeal for receivers:

Wherefore your orators ayer that the railway lines, the engines, caks, rolling stock, equipment, personal and other property of the defendant companies are liable to be seized upon by execution and process of divers and various courts, issued at the instance of the unsecured and present judgment and prospective judgment creditors of said company: in addition to which the individual creditors of the said companies will assert their remedies in different courts against the properties and assets of the said corporation defendants aforesaid, and a race of diligence will result and judgments and priorities will be attempted and leyies and attachments will be laid upon the cars and engines of each of the said several companies, which will greatly interfere with and ultimately prevent the said railway companies from the performance of their duties as common carriers, and the transportation of United States mails and property will be stopped.

And said defendant railway companies will be wholly unable to fulfill their charter obligations to the state of Texas, to the United States, connecting railroads and to the public generally;

And the commerce heretofore existing over

And the commerce heretofore existing over the lines of the said defendant companies in

the lines of the said detendant companies in connection with the other connecting lines as hereinbefore stated, which said commerce is between the several states and interstate in its character, will be interfered with and impeded and privented;

That communication between the many cities, towns and places which are wholly upon said railroads of the said defendants will be impeded; that great and irreparable injury to their trade, commerce and to their general prosperity will result.

And so on until the court must have wept And so on until the court must have wept

salty tears over the inevitable ruin that confronted the Texas branch of the Union Pacific. And the order for receivers issued

LOMAX SAYS, "NAY, NAY, PAULINE.

Immigration Question Continues to Play an Important Part in Rauroad Circles. When shown the telegram from Chicago regarding the immigration situation General Passenger Agent Lomax had a pleasant laugh all to himself yesterday, presumably over visions of what would be done if he would continue his masterly inactivity regarding the affair which seems to be creat-

ing no end of a row in Chicago:

'Almost a month ago Chairman Caldwell called my attention to the present manner of securing immigration business, and asked me my opinion regarding the same, which I frankly told him, and as I supposed the whole matter was dropped. Last week a committee was appointed to get the roads together upon some common basis of action, the committee consisting of Messrs. White of the Santa Fe, Kniskern and Sebastian of the Rock Island. Mr. White wired me if he could have an interview on Saturday and I replied certainly. That is all I have heard about the business.

about the business,

"Of course it would be feelish for the
Union Pacific to enter an agreement with
the Santa Fe, with the Northern Pacific,
Great Northern, Souther Pacific and Canadian Pacific outside the agreement to do
just what they pleased after we had exhausted our resources. In a word, to commence making rates where we left off. While I concede that the position of the Santa Fe is right, still it would be a senseless proceedure on my part to bind myself to do something which competitors were free to do or not as their fancy might direct. Whenever Mr. White presents me direct. Whenever Mr. White presents me an agreement with the names of the roads an agreement with the names of the roads in the transmissouri territory attached then I will sign the agreement, not before they are all within the fold. We have had a good deal of associations lately and hereafter we mean to go a little more slowly than in the past. The whole matter is a little shopworn but it seems the members have just gotten are to the importance of the matter and are now commencing to hustle but in the wrong direction."

SCHEME OF THE GREAT NORTHERN.

Injunction Against Disposing of Railroad Bonds Asked to Be Dissolved. Sioux City, Oct. 24.—[Special Telegram to The Bee.]—J. Keanedy Tod & Co. of New York, who held nearly \$3,000,000 worth of stock and bonds of the Sloux City & Northern and Pacific Short Line roads and have been enjoined from disposing of it till the been enjoined from disposing of it till the court determines its ownership, have taken steps to hasten this determination. They have petitioned in the United States court for the dissolution of the injunction and the case has been set for October 28 at Des Moines before Judge Shiras.

The decision in this case will determine whether the Great Northern road will secure control of the railroad properties. If the title of J. Kennedy Toq & Co. to the collateral is sustained it is a victory for the Great Northern.

The decision in this case will determine whether the Great Northern road will secure control of the railroad properties. If the title of J. Kennedy Tod & Co. to the collateral is sustained it is a victory for the Great Northern.

Santa Fe Stockholders to Meet.

Topeka, Oct 24.—The chairman of the stecutive board of the Atchison, Topeka & Santa Fe, George C. Magous of Boston; President J. W. Reinhart of Chicago, General Counsel J. J. McCook of New York, General Solicitor George R. Peck of Chipago, General Auditor W. K. Gillette of Chipa cago, General Auditor W. K. Gillette of Chirago and several holders of proxics, representatives of Kidder, Peabody & Co. of Boston, are expected to be here tomorrow to attend the stockholders' assumd meeting

It is generally conceded that the meeting will be the most important held by the Santa Fe since its last financial reorganization was accomplished. It is not believed

by railroad men that the Santa Fe is position so perilous that a receivership is threatened, but they refer to the fact that railways do not reveal their true situation when the revelation would be discreditable to them. It is asserted that no change of management will be made and that George C. Magoun will continue to be the ruling spirit of the system.

TRADERS' TRAINS.

Omaha Retailers Eutertain Buyers from Towns on the Musouri Pacific.

The retail merchants of Omaha have for the past week been looking forward with no little interest to the coming of today as the time set for the trial of their pet scheme, the running of semi-weekly excursion trains to this city for the accommodation of country buyers. The trial train was started from Falls City yesterday and arrived in Omaha at 11:30 over the Missouri Pacific. The train consisted of four coaches and a baggage car and brought in about 200 people, not a large crowd, but a fair number for the first train. The fare from Falls City, a distance of about 150 miles, was \$2, and points this side proportionately less, rauging down to 60 cents. The excursionists were required to buy own tickets, the retail merchants of Omaha agreeing to refund the cost of tickets to all such as bought goods of them. Parties holding tickets costing \$2 were required to buy \$20 worth of goods in order to get their money back and cheaper tickets and a proportionately less amount of goods.

On alighting from the train the excursion-

ists were invited to take seats in busses provided by O. K. Scoffeld, the cloak man, and were given a free ride to his place of

and were given a free ride to his place of business without being placed under any obligation to buy anything. People in that vicinity were considerably surprised to see seven busses drive up and deposit a crowd of people at Sixteenth and Farnam streets. Other merchants had provided other ways of showing attention to the excursionists. Some gave their customers tickets calling for dinner at the restaurants. The excur-Some gave their customers tickets caring for dinner at the restaurants. The excursions were evidently in the city for business and very little time was spent in sightsceing, but they distributed themselves around among the retail houses and commenced making the day's houses and commenced making the day's purchases at once. The retail merchants expressed themselves as very well pleased with the experiment and think that it is worth repeating. Some are in favor of making a strong effort to bring in people from lows, where the country is older and more thickly populated than in Nebraska. The intention, however, is to run the next their in arous the Nebraska extension of the train in over the Nebraska extension of the Rock Island. Some of the most enterprising of the retail

merchants of Omaha have been working on this scheme for some time, by which people out in the state might be enabled to do their shopping in Omaha. A good many cities in the east have made a success of excursion trains for retail buyers, and it was argued that the same thing might be done here. The enterprise, however, is meeting with no little opposition, as was to be expected. Country merchants do not like the idea of having their best customers brought to Omaha to do their trading and the order of the state of th they do not hesitate in saying so. The Omaha jobbers are also very much opposed to the plan as it takes trade away from their customers in the country and gives it to the Omaha retail dealers. The opposition on the part of the jobbers is so strong that some of them have given notice that they would withdraw from the Com-mercial club if that organization gave any encouragement to the scheme. The retail dealers, say, however, that they do not require any help from the Commercial club and are acting on their own responsibility. So far the Commercial club has taken no part in the enterprise and from the attitude of the jobbers is not likely to.

The retail merchants of Omaha claim that

the country trade is something that Omaha has had very little of and that they cannot afford to ignore the field. Merchants always regard country trade as the very best, as it is a cash trade and large in volume when

TROUBLE FOR IOWA ROADS.

Western Freight Association Lines Register a Big Kick. CHICAGO, Oct. 24.-The lines of the Western Freight association have taken a stand on the question of division of earnings, which will make serious trouble for some of the lowa roads. The association lines have come to the conclusion that for many years back they have been allowing the Iowa roads too large a percentage, and have agreed after November 1 they will allow them only their local earnings. It has been the custom heretofore for the Iowa roads to deliver a car of merchan-dise to an association line and receive anywhere from 40 to 52 per cent of the charges to the point of delivery. For instance, one of the small roads would have a car consigned to Chicago and would de-liver it at the nearest point of junction to Chicago lines, which would deliver it in Chi-cago. Thus the lowa line would not handle the car for over 100 miles. The connecting line would handle the same car three or five times that distance and allow the other line approximately half the total freight. This, it is now proposed to stop and the lowa lines will receive nothing more than the total of the local charges from the point of shipment to the junction point with Chicago

rectors of the Atchison road were in the city today, enroute to attend the annual meeting of the directors of the road President Reinhart and several of the diof the directors of the road at Topeka Thursday. President Reinhart denied the stories which had oeen published lately regarding the bad condition of his line. He says it is in a position to take care of all its financial obligations, and the outlook was better at present than it had been for several years.

The Union Pacific has agreed to the re

quest of the Western Passenger association committee for a conference on the question of immigrant business, and it will be held in Omaha on Friday or Saturday of this week

FORMING A GREAT COMBINE. Scheme to Secure the Carrying Trade of

the Anthracite Region. PHILADELPHIA, Oct. 24.-It is believed in this city the securing by the Vanderbilts of the control of the stock of the Delaware. Lackawanna & Western is the first step in the formation of the greatest combine ever inaugurated in this country, and that before it is finished will include all the coal carrying companies that have terminals in Jersey City. The Lehigh company is said to be a party to the deal, notwithstanding the denial of officers of that company. It is known that on Monday Vice President Garrett of the Lehigh was in New York in consultation with the Jersey Central, and while tation with the Jersey Central, and while he stated today no negotiations were in prohe stated today no negotiations were in progress it is alleged they have partially settled some sort of an agreement. Such a combine would aim a blow at President McLeod of the New York & New England Railroad company by cutting off all possibility of his entrance in the anthracite coal fields of Pennsylvania. It is known that President McLeod is very friendly to the Lehigh Valley. While the Reading people deny all knowledge of any deal being made between them and the new coal barons it is believed the receivers are perfectly willing to enter into any agreement which will benefit the Reading company. ing company.

Sr. Louis, Oct. 24.-The annual meeting of the St. Louis & Santa Fe railroad stockholders was held this morning in the office

Officers Elected. NEW YORK, Oct. 34 -- At a meeting of the St. Louis Southwestern Railway company heid today the following officers were elected: President, S. W. Fordyce; vice

and treasurer, G. K. Warner; freight traffic manager, A. S. Dodge; general passenger and ticket agent. E. W. Lebume; directors, S. W. Fordyce, Edwin Gould, W. B. Dodgridge, M. Gernsheim, R. M. Galloway, Thomas T. Eckert, Robert Moore, A. L. How the Mayor Defended the City Treasury Against an Attempted Raid.

Satisfied Its Employes, Kansas City, Oct. 24.—The Star's To peka, Kan., special says: There is little liability of a strike on the Santa Fe system General Manager Frey and the grievance committee of engineers and firemen employed by the system had a conference this after-noon. Mr. Frey stated that while the com-pany would be able to meet its September and October obligations in November it would not do so now. A strike, he said, would not hasten the payment of salaries a day or an hour. The committee was satis-fied and departed with the understanding that the men would wait until the company

ould pay them. Grievance committees from Emporia and Argentine will confer with Mr. Frey this afternoon. He thinks a similar conclusion will be reached. From advices this morning Mr. Frey believes that a conservative feeling has set in among the employes along the line and that they will accept the situa tion and continue their work until the promised payment in November.

Rates Gone to Smash. Sr. Louis, Oct. 24.—The Rock Island road has notified the Southwestern Traffic association that it has put in, to be at once effective, greatly reduced commodity rates from Moline, Keokuk and intermediate points to Fort Worth, Tex., via Kansas City. Other Texas ronds will no doubt follow suit. The Texas rates are now in a state of complete demor

J. O. Phillippi of the Missouri Pacific is in Chicago.

J. G. Floyd, paymaster of the Burlington, went to Chicago yesterday. F. P. Smith, assistant general attorney for Nebraska of the Union Pacific, went to Chi-

cago yesterday.

Hor. John M. Thurston leaves with his family for Chicago today to see that the fair properly closes. The excursion train from Falls City and

intermediate points came in yesterday morn-ing with about 150 people on board. W. H. Hurtburt, general agent of the Union Pacific at Portland, and one of the best known railroad men on the coast, is in Omaha enrouse to his western home.

Your Last World's Fair Opportunity. October 15-31 the Burlington Route will sell round-trip tickets to Chicago at TEN DOLLARS. Tickets good to return until November 15. This is positively your last opportu-

nity of cheaply and easily reaching Chicago during the World's fair. Do not allow it to pass. A lifetime of regret is in store for every one who fails to see this greatest of all great exposi-

The Burlington offers an unequaled ervice to Chicago. Three vestibuled and gas-lighted trains daily. Magnifi-cent sleeping, dining, smoking and free

Baggage checked direct from resi-CITY TICKET OFFICE, 1324 FARNAM STREET.

CHICAGO, MILWAUKEE & ST. PAUL RY

Round Trip to Chicago \$10.00. The Milwaukee trains are made up at Omaha, consequently they always leave on time. No crowding, no dust and cin-ders. Omaha people ride with aquaint-ances. Electric light throughout train and in each berth in sleepers, Baggage checked from residence to destination, if desired. Elegant dining car, sleepers and ladies' car. Round trip tickets to Chicago, entitling holder to all priv-ileges, \$10.00.

City ticket office, 1501 Farnam street,

Invites you now. Rich western lands can now be bought at reasonable prices and great bargains secured in the mineral, agricultural and grazing regions reached by the Union Pacific system. The opportunity of a lifetime for invest-Send for the Union Pacific publication on Wyoming, Colorado, Mon-tana, Idaho, Utah and other western

E. L. LOMAX. states. Gen'l Pass. and 'Tk't Ag't, Omaha, Neb. hiengo, Rock Island & Pacific Rallway. Chicago and return; good to return till November 15, \$10.00. San Francisco, Los Angeles, San

Diego and return; good to return till April 30, \$65.50. Denver, Colorado Springs, Pueblo

Phillips' Rock Island tourist excursions, with through tourist sleeper to Los Angeles, leaves union depot every Wednesday at 2:05 p. m. For further information call at ticket office, 1602 Farnam street.

CHARLES KENNEDY, G. N. W. P. Are You Planning a World's Fair Trip? Bear in mind the decided advantages of the Chicago & Northwestern railway. Four daily eastern express trains, with new and special equipment, unexcelled west of Chicago. Low rates. Baggage checked from your home. Choice of quick, safe and comfortable methods of transfer direct to the World's fair grounds. Call, or send your address to the city ticket office, No. 1401 Farnam st.

G. F. WEST. C. P. & T. A. R. R. RITCHIE, General Agent.

GOLDEN OPPORTUNITY. Special Excursion to Land Buyers. Friday, October 27, I will run a special excursion from Omaha to Houston, Tex. Fare for the round trip, \$27.25. Tickets good for return until June 1, 1894. Apply soon, as only a limited number will be taken at the above rate.

R. C. PATTERSON, 425 Ramge block, Omaha. Tourist Cars

are the latest, most comfortable and commodious means of travel for large parties. Intending settlers, homeseekers, hunting parties and others will find these cars on the Union Pacific system fully equipped in every way. For addi-tional information regarding these cars see your nearest ticket agent, any Union Pacific agent or address E. L. LOMAX, General Passenger and Ticket Agent,

Omaha, Neb. Chicago and Return \$10.00. From Oct. 15 to and including Oct. 31, the Chicago, Milwaukee & St. Paul Ry. will sell round trip tickets to Chicago for \$10.00. These tickets are first class and are good returning any time before Nov. 15. 1501 Farnam st.

The Madison (family hotel), 21st and Chicago. Transients, \$2.00 per day.

ABOUT THE HOWELL JUDGMENT CLAIM

Story of the Opening of Leavenworth Street to the River-Why the Appropriation Was Turned Down by the Executive.

One of the most notorious attempts which have been made to raid the city treasury during the past two years is what has come to be known as the "Howell judgment cla!m.

The Howell judgment grew out of the opening of Leavenworth street from Sixth street to the Missouri river in 1887. The Howell Lumber company owned a piece of ground in that vicinity and a strip off it was appropriated by the city, the Howell com-pany being awarded \$1,000 damages and not assessed for any benefits. This amount was not satisfactory and the Howell company brought suit against the city, getting judg

A lovy was made against the abutting property to pay the cost of opening the street, amounting to \$10,772.84. Warrants for this amount were issued and turned over to the clerk of the district court to meet the amount of the judgment. These warrants have drawn interest at the rate of 7 per cent since December, 1891, and \$2,294.70 has been paid on them as fast as taxes were paid in. The Howell company was taxed \$5,886.31 under this levy, but has persistently refused

to pay the amount or any part of it.

This judgment has passed into the hands of ex-Councilman C. L. Chaffee and he has or ex-Councilman C. L. Chaffee and he has made persistent efforts to have the ful amount paid by the city out of the general fund and the judgment fund. Three attempts have been made within the past year to railroad this claim through, but each time the veto of the mayor has been sustained. Three times the city council has voted to pay the claim taking about \$80 (00) out of the general claim, taking about \$6,000 out of the general fund and the balance with interest, amount-ing to \$3.521.25, out of the judgment fund, thereby depleting it.

Reasons for Its Veto. Among the reasons presented by Mayor Bemis why this claim should not be paid in the manner proposed, were the following, in his veto message to the council September

19, last:
"The benefits resulting from this extension of Leavenworth street were special in their nature and related only to property between Sixth street and the Missouri river and were in no sense a general benefit to other property in the city. I therefore veto this item for the reason that it is manifestly unjust to appropriate the money of the general taxpayers of the city, which has been contributed to the general fund and general judgment fund of the city, to pay a special judgment rendered for the taking of property for the extension of a street across the Missouri river bottom which is never used for general travel, but is only used to reach the property specially benefited.

"I also veto these items for the reason that their allowance and payment in the manner proposed is in direct violation of section 165 of the charter which provides that judgments against the city shall be paid out of the judgment fund or, when a special fund is created for that purpose, out of such special fund. There can be no con troversy regarding the fact that a special fund has been created for the purpose of paying this judgment, which it is proposed to pay out of the general fund. Such action is not only unjust to the general taxpayers of the city, but is a plain violation of the charter.

"I veto these items for the further reason "I veto these items for the further reasons that the proposed payment of the same out of the general fund and general judgment fund is in violation of another provision of the charter. I refer to section 601, which, provides as follows: 'Each and every fund the this set shall be strictly devoted to the purpose for which it was created and shall not be diverted, transferred or rowed therefrom; any member of the city council voting to so divert, transfer or bor-row the money in any fund shall be liable on his official bond for the amount so diverted, ransferred or borrowed.'

Protecting the General Fund. "While the general fund may be used for any legitimate purpose, the general judg ment fund can only be used for the purpose o paying general judgments for which no special funds are created. In view of the fact that warrants are now outstanding and in the hands of the clerk of the district court for the full amount of the Howell judgment, drawn on the special fund created for the purpose of paying the same, it is not only a plain, palpable diversion of the entire money in the general judgment fund, but it is also a wrongful and unjustifiable use of the money in the general fund to issue additional war rants aggregating \$9,445 on these two funds

as is proposed."

Continuing, the mayor said: "The reason a greater portion of the remaining special warrants are not paid is due to the failure of the Howell company to pay their special as sessments, which are now due and delin quent. It seems to me a gross injustice to refuse payment or defer making payment to taxpaying citizens of Omaha who hold judgments against the general judgment fund or have valid claims against the city, and turn over, without authority of law, the funds of the city to a judgment creditor who neglects or refuses to pay the special assessment which was made to cover the identical judg-ment sought to be enforced."

The message contained several more rea-

sons, equally pertinent, and couched in vig orous English, showing the palpable injustice to the city at large by the proposed raid, and when a vote was taken there were only four votes in favor of passing the claim over the

LOW RATES.

Via the Missouri Pacific. The following reduced rates will be in effect via the Missouri Pacific railway: Omaha to Kansas City...........\$5.00

Double daily service between above points. The above rates will be in efect until and including October 31st. Limit for return passage November 15. For further information address or cal agent at 15th and Webster or company's offices, northeast corner 13th and Farnam. THOMAS F. GODFREY, Pass. and Tinket Agt.

J. A. PHILLIPPI, Asst. Gen. Freight and Pass. Agt. Chleago and Return,

Ten dollars, \$10.00. CHICAGO & NORTHWESTERN RAILWAY.

Ten dollars, \$10.00. Ten dollars, \$10.00. Ten dollars, \$10.00. CITY TICKET OFFICE, 1401 FARNAM STREET. Ten dollars, \$10.00. Ten dollars, \$10.00. Ten dollars, \$10.00. Oct. 15 to Oct. 31.

Good returning till Nov.15. The Chicago, Milwaukee & St. Paul Ry. Will sell round trip tickets Omaha to Chicago for \$10.00. Tickets on sale Oct. 15 to 31 and good returning until Nov. 15.

eczema will find Instant relief and speedy cure by using Cuticura Remedies When the best physicians, hospi-

Scratching

Boy

on fire

tals and all other remedies fail. To those who have suffered long and hopelessly from torturing, disfiguring, humiliating humors, and who have lost faith in doctors, medicines and all things human, the CUTICURA REMEDIES appeal with startling force. Their success has excited the wonder of physicians familiar with the marvellous cures dally effected by them. They have friends in every quarter of the civilized world. People in every walk of life believe in them, use them and recommend them. They are in truth the greatest skin cures, blood purifiers and humor remedies of modern times.

Fold throughout the world. Potter DRUG AND CHEN. CORP., sole proprietors. Boston. 22 "All About the Blood, Skin, Scalp and Hair," mailed free.

ar Pimply, oily skin, falling hair and itchy calp prevented and cured by Cuticura Soap.



BEAUTY

Given Away Free

FOR ONE WEEK.

A jar of MME, M. YALE'S Excelsior "Complexion Skin Food" will be given away free every day for this week. This is positively the last time this liberal offer will be given. MME. YALE has devoted her lifetime to the study of making the face beautiful. No greater proof can be offered. Some of the most disfigured faces have been brought out fair and beautiful. Ladies all over the civilized world are rejoicing over MME. YALE'S discovery, which never fails to make the face fair, young and beautiful, Ladies need not worry over their winkles or sunken cheeks, as MME. YALE'S treatment takes out every line and shadow and restores the face to perfect beauty. It removes skin blemishes of every description and gives a perfect complexion to every one, regardless of age or condition. A free treatment will be given every one upon application. Mme. Yale wants it distinctly understood that the treatments are given absolutely free of charge. Report to Mme. Yale at her wait of the proper of the pain of the lutely free of charge. Report to Mme. Yale at her main office. 146 State street, Chicago, Ili., if any charge is made for the treatment, Office hours from 9 a. m, till 6 p. m.

PRICE LIST

MME. YALE'S COMPEXION REMEDIES.

Excelsior Hair Tonic Excelsior Hair Tonic

Does what no other medicine has ever done before—returns gray hair to its original color by natural means of circulating its own coloring matter
so that the hair grows out from the scalp its true
color. It is truly a revelation to chemistry and
has captured the attention of the medical fraternity. Patrons can be seen who have had their hair
restored. Stops hair falling in twenty-four hours.
Creates a luxuriant growth. A positive cure for
all scalp or hair diseases.

Price \$1.00 per bottle; 6 for \$5.00.

"La Freckla." It matters not if freckles have been from child-hood to old age, La Freckla, will remove them in every case and leave the complexion white and and clear as new milk and pink roses. A few ap-

"Excelsior Complexion Blench." A guaranteed cure for moth patches, sallowness or any discoloration of the skin; can be depended on for a perfect complexion. It removes the outer skin gently, uncovering a new complexion without a blemish.

Price \$2.00 a bottle, 3 for \$5.00, The first and only permanent cure ever known for removing and killing the growth of superfluous hair. No woman need blush with the disfigurement, as it takes but five minutes to do the work; does not irritate or even make the skin red; as harmless as water.

Price \$5.00. Great Scott!

Excelsior Blood Tonic. For purifying the Blood, regulating the action of the liver and bowels. Cures constipation and in gestion—a necessary factor in treating the com Price \$1.00 per bottle; 6 for \$5.00.

Mme. Yale's celebrated cure for nervous and female diseases. Guaranteed to cure every case. Acts on every weak organ. \$50,000 paid by Mme, Yale for the formula.

Price \$1.00 per bottle; 6 for \$5.00.

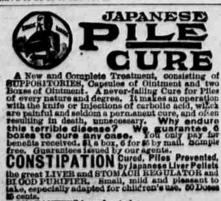
Mme. Yate's Complexion Susp. Price 50c.

Complexion Powder, 50c,
MAIL ORDERS—In ordering by mail please send
money by registered letter, bank draft, certified
check or P. O, order to insure safety. Goods
promptly shipped. Mme. M. Yale, Beauty and Complexion Specials ROOM 501, KARBACH BLOCK.

Ladies' can be treated at a distance.

MME, YALE'S GOODS are for sale at all druggists. Ask for them.

LADIES OUT OF TOWN SENDING THIS WITH
6 CENTS POSTAGE WILL RECEIVE BOOK OF
INSRUCTIONS FREE.
P. S.—Ladies will understand that the Skin Food
is absolutely free in every particular. All you
have to do is to call for it.



GUARANTEES issued only by Kuhn & Co., Sole Agents, Oma ha, Neb

BIRNEY'S Catarrh Powder cure a catar **HIRSCHBERG'S**

The cele-SPECTACLES brated Nonchangeable Spectacles and Eye Glasses for sale in

MAX MEYER & BRO. CO., ONLY.

Says a philosopher will take a good shoe faster than an ordinary citizenprovided there are no dogs about the premises-we presume. The majority of citizens, we acknowledge, will take a bad shoe as fast as a good one, 'till they hear of the Neoraska iron-clad guarantee branded on every shoe-equally protecting every wearer.

THAT IF OUR SHOES PROVE DEFECTIVE, WEAR OUT TO

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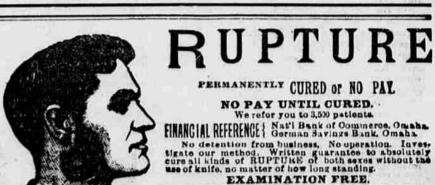
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