BUTTERICK PATTERNS

Note the cut prices on the new patterns. All the Butterick Publications to be had here.



Secured from the best markets for spot cash at the most advantageous prices are crowding the shelves of "THE BIG STORE." special sales for Saturday at great price reductions,

Nowhere Else Can You Get So Much For Your Money.

Clothing Department.

We never were better prepared to supply the wants in Boys' and Children's Clothing. We never had so great a variety. Never had so large a stock. only, at 25c each. At 95c we offer a line of Children's Suits that will compel every mother who has a boy to clothe to visit our Children's Department. No other house in the only 10c pair-special values. city owns them for that price and they ask you \$1.50 for the same grade of goods. At \$1.25 we show you several lines of handsome styles. At \$1.75 and \$1.95 you get an elegant line of cheviot and cassimere suits. At \$2.25, \$2.50, \$2.75 and \$2.95 we show you some of the highest art in children's clothing and guarantee Saturday's Wrapper Specials. Boys' Long Pant Suits we commence at \$3.95 and show you all the different lines of fabrics for \$4.50, 50 dozen wrappers separate waist lining, \$5.00, \$6.50, \$7.50, \$8.50, up to \$11.50. No other house shows so large a line of long pant suits.

Men's Department.

At \$3.75 we show a line of all wool suits in all the latest patterns.

\$ 6.50 Suits—nobby patterns—at.......\$4.75 7.50 Suits—elegantly made—at..... 5.00 10.00 Suits—best linings and trimmings—at. 6.75 12.50 Suits—in all shades and styles—at.... 7.50 15.00 Suits-the pick of this season's make at 10.00 These are all NEW GOODS—just unpacked—and

embrace one of the largest and handsomest lines of clothing ever displayed in Omaha.

Saturday—Hats—Spring Styles.

Our regular Saturday Hat Sale-from 2:00 p. m.

25 cases men's soft fedoras in black and tan; worth \$1.00-go 21 cases men's soft fedoras and Pashas-all colore; worth \$1.25-

10 cases men's soft fedoras and all shades and modes—worth \$1.50 \$1.00 go on Saturday at....... est values we defy competition

Jewelry Specials For Saturday.

Rogers 12 Dwt Knives or Forks-\$1.19 per set of 6 pieces. Rogers' Al Teaspoone—69c set of 6 pieces. Rogers' Al Tablespoons—\$1.38 per set of 6 pieces.

All the very latest novelties in sterling silver, gold and silver jeweled belts

SPECIAL SALE OF FURNISHING GOODS,

Special Drives on Saturday

1000 dozen men's shirts, laundered and unlaundered, fancy shirts of all kinds—high grade goods usually Handkerchiefs to be sold Saturday at, each 121/2C sold at \$1 to \$1.50, go in this sale at 50c each.

Men's 50c unlaundered white shirts for Saturday 500 dozen men's 25c suspenders go at 12½c pair.

1 lot of men's full seamless sox, tans and blacks, 1 case of children's fast black cotton hose; Jersey

ribbed, on Saturday 12½c pair—worth 25c.

100 dozen ladies' 2 clasp kid gloves in all colors, 75c per pair—worth \$1,25.

to save you from \$1.50 to \$2.00 on every suit. In 100 dozen ladie's wrappers, in light and 49c Ladies' new Belts, worth 25c and 25c Boys' Long Pant Suits we commence at \$3.95 and dark colors at dark colors at

braid trimmed yoke, wide skirts, finished 75c seams, worth \$1.25, at..... 25 dozen wrappers, double point, yoke heavy 98c percale, extra, fullness at hips, worth \$1.50, at

THE ENTIRE STOCK

Of Bernstein & Meyer, Skirt Manufacturers qualities at 9 prices—25c, 39c, 49c, 75c, 98c, Greene St., New York, Bought by us. \$1,25., \$1.50. \$1.75, \$2 00 yard. Greene St., New York, Bought by us.

The greatest spot cash purchase of ladies' fine dress skirts ever made by a Transmississippi house.

All new, up-to-date garments. They will be on sale Saturday morning at 8 o'clock in the cloak department, for one third less than cost of material. 25 dozen black figured brilliantine skirts, worth \$1.25

15 dozen figured mohair skirts, worth \$1.75, at **89c** 100 dozen fancy figured alpaca skirts, worth \$2.50 at

50c 15 dozen handsome figured novelties in black and

market, worth up to \$6, at \$3.50

Grand Handkerchief Sale Saturday

These Handkerchiefs are trimmed with fine point lace and with embroidered batiste edges. Saturday only 12ic.

The Newest RIBBONS Exclusive Novelty in RIBBONS With Us.

We have the only stock of the new patent self frilling Ribbons for ties, ruffles, dress fronts, etc., in all the latest colorings-prices run from 25c to 58c. These are the latest importations and we have sole control of them for this city.

Ladies' New Belts

and 50c, at 100 dozen full size, pure linen Stamped Dresser

Headquar- Finest Silks Phenomenal Bargains ters for Finest Silks Silk Salling.

125 pieces Plaid Silks in all the new shadings and combinations—sure to find one you will like—9

40 pieces Plain Black Silk—very fine —on sale Saturday at only..... 100 pieces Fancy Silks—in all styles stripes, checks, plaids, brocades, in fact up to \$1.50—Saturday's price. 69c

Hayden Bros.

Leading Dress Goods House of the west-where you can get all the latest styles and varieties.

Black Dress Goods 15c, 19c, 25c, 29c, 39c, 49c, 59c, 69c, 79c, up to \$3.50 colors—also plain serges and brilliantines, the ma- Novelties in every shade and mixture from 12 to up to \$4.00 per yard.

terial alone will cost four dollars, at \$2.48.

Coverts from 41c up to \$1.98 per yard.

Poplins, in wool and silk warp, from \$1.00 up to \$2.00 per yard.

We have added a cheap wool dress goods department at from 9c to 25c Mail orders receive prompt attention. Samples sent on application.

Eggs are getting so plentiful and so cheap on account of the very fine weather—we are 7 now quoting them at, dozen...... 27 pounds new clarified sugar Table Pears, large quart Best Minnesota XXXX pat- 1.25 Red Raspberries, large quart 12c There is no better on earth. 10 pounds new Navy Beans 10 bars, any brand laundry 25c 10 pounds fresh Breakfast Oats White Russian, Santa Claus, Domestic, etc. 10 pounds fresh corn meal Large Raisins-Fancy Cream Cheese, Seedless Navat Oranges, Gallon cans York State Ap- 19C Fresh Roasted Coffee, per 10c pound can tomatos, corn, June peas and string beans, 25c four cans for

Good Japan Tea-

Chicken and Meat Prices

| om | the | Great | Trans | mississippi | Headqua | irters |
|------------------------------|--------|-----------|-------|---------------------|---------|--------|
| h Dressed Spring | | | | Pigs' Feet and 4c | | |
| | | | | 3-pound Palls | s | 20c |
| gar eu lee Sug st Baco | ar Cur | ed Break- | 8½c | Pickled Pig Pork | | бс |
| | | | 7.7 | | | |

Drug Prices for Sat'day

The home of bargains. Cherokee Indian Hair 25c

Hardware, Stoves and Housefurnishing Dept. Special bargains for Saturday

| Good Wash Board | | |
|--------------------------------|--|--|
| 12 line Garden | | |
| 25c Shoe Brushes and Douber | | |
| Japanned Cuspideres | | |
| 2-Burner Gasoline Stoves | | |
| 1-Burner Oil Stoves | | |
| | | |

Passenger Agents Deplore the Trouble and Hope to Stop It.

OMAHA LINES OPPOSED TO THE WAR

Fierce Sinshing of Tariffs is Not Followed by Active Competition for Business Over Any of the Lines.

The deep slashes made into passenger rates to the northwest have generated some strife among the transcontinental lines through this territory. On the one hand General Passenger Agents Lomax of the Union Pacific, Eustis of the Burlington, Francis of the B. & M. and Black of the Santa Fe have steadfastly opposed making the reductions the former road is now controlled by the Chicago and New York, but where there is now in force by which a passenger may owners of the latter, confirming the earlier one passenger on a western fast train there travel from here to Portland, Tacoma or announcement to the same effect by The are 1,000 on the eastern trains. The class Seattle for \$10. On the other hand General Passenger Agents Sebastian of the Rock Island and Townsend of the Missouri Pacific believe that the best and quickest way to get rid of the present era of ruinous rates is to meet every cut of the northern lines, trusting that when the rates get down to \$1 the rate war will be at an end and full tariff rates may again be restored. The conflict between these two ideas as to the best means of getting through the rate trouble is almost as keen as that between the American and the Canadian lines, and for the present

Missouri Pacific prevails.

The \$10 rate for second-class travel and the \$20 rate for first-class travel from here Portland, Tacoma and Seattle have been put in effect by the Union Pacific, Burling-ton and the Rock Island lines. None of the lines are hustling for business at rates that are certainly unprofitable. No busi-ness is being solicited at these rates and prospective travelers who drop in the city offices to talk about the rates are cut short with the announcement that the rates are \$20 first-class and \$10 second-class, and they are requested to buy quickly and get out if they want any tickets at these rates. One man stopped in a city ticket office to tell the was thinking of going to Scattle and asked for the lowest rate. "Ten dol-lars; how many tickets do you want?" was The men who bought tickets to the northwest on Thursday because they were cheap are now kicking thembecause ! selves that they did not wait until Friday, when the rates were cheaper. One man bought five tickets at \$20 each on Thursday and on Friday came back to the office to see if he could get back \$50, as the rates had dropped from \$20 to \$10 over night. He didn't get his wants satisfied.

that championed by the Rock Island and the

The Rock Island has also given notice that will apply the Omaha rates from Kansas City. Just where the rate war will end a matter of mere conjecture. About the only locality that is still remote from the storm center is California, and General Pas-senger Agent Goodman of the Southern Pa-cific says his road, which holds the key to the situation there, will never agree to put in such rates as are now in effect to the northwest. The Santa Fe has made a move toward getting back the rates to \$25, first class, and \$20, second class, but without ap-

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The "G D A" Limoges China the best way to bring about a restoration of rates are working hard to get the rates are working hard to get the rates are working hard to get the rates called by the general passenger agents of raised from the \$10 and \$20 limit to the interested lines here. The mere sugsection that the excess fare be fixed at \$3 success they can hope for in the near future is shrouded in gloomy doubt. The Rock Island officials are thoroughly convinced of the Union Pacific and the Burlington lines.

The general passenger agents of calc, Chicago, Rock Island & Pacific, Chicago, Milwaukee & St. Paul, Chicago & St. Paul, Chicago & St. Paul, Chicago & Central) and the Chicago, Burlington & Quincy.

Quincy.

Rock Island Cuts the Hates.

KANSAS CITY. March 11.—Effective today, the corthern rate cutters, and if this policy.

These lines, which have recently interested for the corthern rate cutters, and if this policy.

The corthern rate cutters, and if this policy. the efficacy of meeting every reduction of the corthern rate cutters, and if this policy of the war will be good. At present the roads are practically running their cars for the fun there is in it, and some of the offi-

ABSORPTION OF THE SHORT LINE.

Consummation of the Deal Hinges of a Slight Contingency. The report from the New York Herald that Bee, was accepted by most Omaha railroad officials as eminently trustworthy. It is in line with the facts in the case as they understand them, and there is no doubt among nearly all the higher officials that the Short Line will soon be reunited with the paren

Through Assistant Secretary Orr of the ex ecutive department President Horace G. Burt said to The Bee that so far as he knew there was no truth in the New York Herald

Another official of the Union Pacific said "Of course, it is natural to expect that the first news of the control of the Short Line will come from New York. Those who hear from the offices there say there is no doubt about the correctness of the facts as stated by the New York Herald and The Bee. The report that there is a dispute about certain moneys claimed by both lines is correct. Just before the joint rates with the Short Line were severed by the Union Pacific on October 1, 1897, there was a big fight about the proper divisions between the two lines. This dispute caused the retention by road of moneys due the other road through freight and passenger traffic. moneys due the other road for neither line could agree with the other as to the proper basis of divisions on through traffic each just held all the money it col-lected. The balances held by each were very large, and involve nearly \$400,000 in the aggregate. I believe the Union Pacific held rather more money due the Short Line than vice versa, and the owners of the Short Line who are not interested in Line, who are not interested in the reorgan-ized Union Pacific railroad, want this balance of the balances paid over before the two roads are consolidated. That's the whole thing in a nut-shell. The dispute has been hanging fire nearly six months, but it's going to be settled one way or the other very shortly. That's the only obstacle standing in the way of complete absorption of the Short Line by the Union Pacific. But as the Union Pacific now owns more than a majority of the Short Line stock, the dispute over the the traffic divisions will be compromised all right."

DIFFERENTIAL ON FAST TRAINS.

on Fast Trains. The amount of excess fare that shall be charged by the Union Pacific-Northwestern

the best way to bring about a restoration of ing confirmatory of this rumor has been re-

possibly a time war among the competing lines between Chicago, Omaha and Denver. cials argue that they might as well stay in they agreed to allow excess fare to be the game to see the finish. they would seriously object to any figure as high as \$3. An official of the Union Pacific said to The Bee: "We might as well take off the new trains if they are going to ride on them. The western people will not of travel east of Chicago is also different. This notion of charging excess fare in the west is all wrong. The Santa Fe is responsible for it, but it would be just as reasonable for us to ask for a differential from Colorado to southern California."

With the strong objections of the Union Pacific-Northwestern and of the Burlington to any high figure it is not believed that Chairman Caldwell will fix upon an amount of excess fare higher than \$2.50. The pasthe excess fare should amount to more than \$2; in fact, many of them are strenuously opposed to any excess fare at all, but since the presidents have agreed to have an ex-cess fare the only hope of the passenger men is that it shall be low. At any rate it will Omaha, as the excess fare will be applied only on through travel between Chicago and Denver. It will affect Omaha indirectly. If the excess fare shall be fixed at such a high rate as to divert travel from the fast trains there is a possibility that they may be taken off entirely. Should the excess fare be fixed at \$3 or higher it is conceded by most well informed passenger men that the new trains would not pay.

It will not be long before the trains the Kansas City, Pittsburg & Gulf road are announced yesterday morning that he had running from Omaha to Kansas City, Mo., via Pattonsburg. Harry E. Moores, city passenger and ticket agent, has just been supplied with a stock of tickets reading from Omaha to Kansas City. The fact that no bridge ticket is required with these for use between Omaha and Council Bluffs is believed to be indicative of the purpose of the Port Arthur people to run their trains through to Omaha and not stop them at Council Bluffs, as at present is the custom. It is taken for granted that for the present at least the trains of the new road will cross the Union Pacific bridge and enter the Union depot at Tenth and Mason streets,

Changes on Southern Pacific. SAN FRANCISCO, March 11 .- James Alger of Ogden has been selected to be the sucecessor of the late A. D. Wilder as superintendent of the western division of the South-

ero, Chicago, Rock Island & Pacific, Chi-

the sorthern rate cutters, and if this policy should be carried out to the superlative degree the chances for a \$1-rate from here to the northwest some time before the end of the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war will be good. At present the roads are practically running their cars for the war was and wash. It is made to meet the cut in force Kansas City to either Scattle or Tacoma, Wash. It is made to meet the cut in force on northern lines. The cates here had been \$25 and \$20 respectively.

Railroad Notes and Personals. W. F. Morphy, traveling passenger agent of the Elkhoru, is in town from Kansas

The Union Pacific reports snow from two to four inches in depth across the state of Nebraska. It disappeared just about as fast as it came down. Traveling Passenger Agent Robinson of the

Central Railroad of Georgia is in the city making arrangements for an extensive exhibit by his road at the exposition. F. G. Bannister, traveling auditor, will for the present discharge the duties of secre-tary of the Western Freight bureau in place of William H. Hosmer, discharged on ac-

count of a shortage of about \$3,000. General Manager Bidwell of the Elkhorn has received a telegram from Dr. Carpenter the general manager of the destroyed Dead-D., to the effect that the plant would b rebuilt at once. The Eikhorn and the Burlington roads had their small lesses of cars and trestle work entirely covered by insurance.

braska. Wyoming and South Dakota to be built by the Elkhorn railroad during the spring and summer months have menced to come in from the country press a little bit early this year. General Manager Bidwell says there is absolutely nothing in the report of the Norfolk papers that a new line will be built to connect Emmet and Verdigre, Neb.

HIGH SCHOOL GIRL ELOPES

Miss Janie C. Salisbury Becomes Mr. The colaborers of N. J. Kossler in the office of the Bemis Omaha Bag company were considerably surprised when that young man been married in Council Biuffs on the preceding night and were disinclined to credit the truth of the statement until they read in the morning papers, that a license for the

wedding had really been issued.

The case has since proved to be one elopement. Thursday night Mr. Kessler and the young woman, who was Miss Jacie C. Salisbury, went over the river without asking anybody's consent. They found the pro-bate clerk in bed, but they aroused him and secured the license. The marriage immedent at the High school in this city Mr. Kessler has gone on the road for the bag company and took his wife with him. They will not return for a couple of weeks it is said.

Lecture at Hanseom Park Church An illustrated lecture on "Hawaii," ern Pacific. Mr. Alger's place as superin-tendent of the Salt Lake division will be Park Methodist church by the Men's Clan charged by the Union Pacific-Northwestern and the Burlington roads on their new fast trains between Chicago, Omaha and Denver will be announced within a very few days by B. D. Caldwell, chairman of the Western Passenger association. He was selected as arbiter in the controversy over the amount of excess fare by the presidents and the general passenger agents of the interested lines.

General Passenger Agent Lomax of the Union Pacific said to The Bes that various amounts ranging all the way from \$1\$ to \$5\$, had been suggested, but no one knew what amount would be deformined upon by the arbiter, General Passenger Agent Francis of the shift and tracks in this city will be elevated this summer. The cost will be in the neighborhood of \$8,000,000 and will give employ-ment to \$500,000 and

eral Days_Sketch of the Career of the Deceased.

LOS ANGELES, Cal., March 11.-General W. S. Rosecrans died this morning at 7 o'clock at his home near Redondo.

several days he has been between life and death, at times unconscious and again in a comatose state. His splendid vitality has kept him alive for days. When it was known that the end was near, all the watchers at the bedside were ready at any time to see the last. At the bedside when the end came were a son and daughter of the general and a number of intimate friends of the family. besides the attending physician, Dr. Haynes of this city.

a gradual weakening of the system. When he was first stricken, more than two weeks ago it was not supposed the aliments was more than an attack of the grip, but though he railied several times the physicians never held out much hope of ultimate recovery and for the last three days the family and friends have known the end was very near. The place where he died is called Rosecrans in honor of him and is near a station on the Redondo railway, and about twelve miles from this city. The general had made his home there on a large ranch, devoted to wheat and fruit raising, for several years. Carl Rosecrans, the only son of the general returned here only a few weeks ago from When he returned he did not realize that the earthly career of the old veteran was senearly over, but he had decided it would be well to be near at hand. The third child a daughter, now Mrs. Toole, is now at Helena, Mont., where her husband lives. General Resecrans was possessed of a fine property and his last days were spent i peace and plenty.

The arrangements for the funeral have no

yet been announced.

Death was peaceful in the extreme. For

General Rosecrans was stricken with no particular disease and the end came through

William Starke Rosecrans was born William Starke Rosecrans was born it Kingston, O., September 6, 1819. Graduate at the military academy at West Point it 1842, he entered the corps of engineers a brevet second lieutenant. For one year he served as assistant engineer in the construction of fortifications at Hampton Roads, Ca., and then returned to the military academy, where he remained until 1847, a struction of fortifications at Hampton Roads, Ca., and then returned to the military academy, where he remained until 1847, as assistant professor, first of natural and experimental philosophy and then of engineering. Later he served as superintending engineer in the repairs of Fort Adams, R. I., on surveys of Taunton river and New Bedford harbors and at the Washington navy yard until April 1, 1854, when he resigned, after attaining the rank of first lleutenant. He went to Cincinnati, where he established himself as an architect and civil engineer.

At the beginning of the civil war he volunteered as aide to General George B. Mc-Ciellan and assisted in organizing and equipping home guards. June 9, 1861, he was appointed chief engineer with the rank of colonel and the following day was made colonel of the Twenty-third Ohio volunteers. When General McClellan was called to higher command Rosecrans succeeded him as commander of the Department of the Ohio. During his command he thwarted all of Lee's attempts to gain a footing in western Virginia. In recognition of these services he received the thanks of the legislatures of Ohio and West Virginia. In the following May he was ordered to report to General Halleck, before Corinth, and given command of Generals Paine and Stanley's divisions in the Army of the Mississippi, with which he participated in the siege of Corinth. After rendering good serv, ice here, he was made commander of the Department of the Cumberland. This command he held for a year, and during that time conducted a campaign remarkable for

brilliant movements and heavy fighting. In January, 1864, he was assigned to the Department of the Missouri, with headquarters at St. Louis, where he conducted the military operations that terminated in the defeat and expulsion from the state of the invading confederate forces. He was placed on waiting orders at Cincinnati December 19, 1864, mustered out of the volunteer service on January 15, 1865, and resigned from the army March 28, 1867, after receiving the brevet of major general in the regular army for his services at the battle of Stone river. After the war he was tendered the democratic nomination for governor of California, but declined it. Later he was appointed minister to Mexico, but held it only one year. After refusing the democratic nomination for governor of Ohio he resumed the practice of engineering and embarked in several big Mexican railway enterprises. In 1876 he declined the nomination to congress from Nevada, but was elected to congress from California in 1881. In 1885 he was appointed register of the treasury.

General Rosecrans has three children living, a son and two daughters. The son resides in San Francisco, and the youngest of his daughters is the wife of Governor Toole of Montana.

Arrangements are being made to have public funeral for General Rosecrans, in which all the military bodies of this city and section will participate. A request will be made to have the body lie in state in the city hall until the funeral. The body is now in this city.

Rig Spice Importer. PHILADELPHIA, March 11.-Information has been received of the death, at Rockledge, Fla., of Peter C. Tomsen of this city, an importer and manufacturer. Mr. Tomson was 78 years of age. It is said of him that he was the only American since Stephen Girard who imported full cargoes of spices from the East Indies. He was known all over the country as the originator of Tom

son's coffee essence. Prof. Ashley D. Hurst. NEW ORLEANS, March 10 .- Prof. Ashley D. Hurst of Tulane university was stricken of apoplexy while leaving the Lousiania club phone company has submitted a proposition tonight, and fell down twenty feet of stair- to the exposition authorities to the effect that a few hours.

Sir George Lawson, K. C. B. LONDON, March 10 .- Sir George Lawson, K. C. B., the assistant under secretary o state for war, is dead. He was born in 1838 and entered the war office in 1855.

SEYMOUR, Ind., March 11.-Ex-Congress man Jason B. Brown of the old Third Ir liana district is dead of congestion of the liver, aged 59 years.

Children and adults tortured by burns scalds, injuries, eczema or skin diseases may secure instant relief by using DeWitt's Witch Huzel Salve. It is the great pile

IMPROVING TELEPHONE SYSTEM. Figuring on a Plant at the Exposition Grounds.

H. Vance Lane, general superintendent of the Nebraska Telephone company, returned to Omaha yesterday from Chicago, where he had been for several days making arrangements for the work of extension and improvement that will be done by the company during the coming spring and aummer months. The principal transaction completed at this time was the placing of the order for a large and thoroughly equipped switchboard, to be used by the tell lines, or long-distance telephone wires, of the com-pany at the Omaha exchange.

The board is to be built at once and must be installed ready for service by the opening of the exposition on June 1. When placed in the exchange the work of the long-distance lines will be greatly facilitated. The new switchboard for the toll lines will be built to accommodate a much greater business of the long-distance lines than is now carried on, the management realizing tha the demand for such service is bound to in-crease with the coming extension of the system throughout the state. The signaling on the new board will be automatic; that means that whenever a subscriber finishes talking on a toll line the fact will be automatically indicated to the operator, and the

CUT RATES ARE NOT POPULAR parent success. The lines that do not approve of the severe rate-cutting method as decided to name \$3 as the amount, but noth- Propagitation of the Missouri with headquarters are the prove of the severe rate-cutting method as decided to name \$3 as the amount, but noth- Propagitation of the Missouri with headquarters are the proved the severe rate-cutting method as decided to name \$3 as the amount, but noth- Propagitation of the Missouri with headquarters are the proved the severe rate-cutting method as decided to name \$3 as the amount, but noth- Propagitation of the Missouri with headquarters are the proved the severe rate-cutting method as decided to name \$3 as the amount, but noth- Propagitation of the Missouri with headquarters. such advantage is enjoyed by the toll line service. The lines to South Omaha, Council Bluffs, to all other Nebraska and Iowa points and in fact to all places outside of the city of Omaha will be handled on the new switchof the greatest that has been designed for the

17c

39c

90 7c

Omaha exchange since it was established.

At present workmen are busily engaged on the third floor of the local exchange at Eighteenth and Douglas streets fitting in the wires to the additional switchb and that has been found to be a necessity with the continued increase of the company's list of subscribers in Omaha. The addition of a switchboard is concomitant with the increase of 300 subscribers, and with this addition about 2,500 local subscribers can be furnished with telephone service. The work of putting in a new switchboard is a tedious task, and therefore proceeds very slowly. Connections must be made between the new wirce of the additional switchboard and every other wire entering the exchange. However, the job is more than half completed, and a few more days will see the new board in good working

No provision has yet been made for telephone service at the exposition grounds. General Superintendent Lane says that if the Nebraska Telephone company is to put in a plant there the exposition authorities must so decide very quickly, as he will not be rushed into placing in a service there just before the opening of the gates and so be forced to furnish a plant of inferior grade and work-manship. He says if the Nebraska Telephone company puts in a plant at the exposi-tion grounds he means it shall be the best ever furnished any exposition in the United States, and this cannot be done if the matter is allowed to hang fire until just before the opening. The matter of furnishing telephone service to the exposition has been thoroughly examined, and it is found that about fifty telephones would be necessary to render good scrvice. The cost of putting in these telephones and the necessary underground wires would be about \$7,000. The Nerbaska Teletonight, and fell down twenty feet of stair- to the exposition authorities to the effect that way, fracturing his skull. Death followed in if the latter will pay the actual expense of placing the service on the grounds the en-tire receipts during the exposition may be etained for the exposition exchacquer. is the offer that is now under consideration.

There are three little things which do more work than any other three little things created—they are the ant, the bee and DeWitt's Little Early Risers, the last being the famous little pills for stomach and liver

Killing of Lieutenant Kalk. Lieutenant Kalk, U. S. A., who was killed by a train at Mount Pleasant, Ia., during the week, was a son-in-law of General T. H. Stanton. He was on duty as military instructor at the Iowa Wesleyan university. While trying to board a freight train he fell under the cars and was cut in two. Mrs. Stanton has gone to Mount Pleasant to take Mrs. Kaik and her two small children home to Washington.

so pure, so sweet, so safe, so speedy, for pre serving, purifying, and beautifying the skin, scalp, and hair, and eradicating every humor, as warm baths with CUTICURA SOAP, and gentle anointings with CUTICURA (ointment), the great skin cure.

EVERY HUMOR Prople to Berefule