HERE'S and drag a score WHERE'S WHERE THE Of shoe manu-MAKERS LOSE facturers down with them.

thousands for SPOT CASH.

ON SALE NOW

Inlaid Silk Vesting Tops

Blacks and Tans,

Kid Tips, Patent Tips,

High Heels, Low Heels,

ALL KID SHOES

Worth \$5 and \$6 and \$7

They Are Flung Out on Bargain Squares-Piled Up in Sizes-Tied Together-Easy to Choose-Easy to Find-Easy to Buy.

16th and Douglas

Omaha.

I. L. BRANDEIS & SONS



Worth

Three.

Dollars,

Four

and

Five

ARE ON SALE

ON MAIN FLOOR

5,000 PAIRS

SHOES FINE In Black and Tans.

Plain and Fancy Silk Vesting Tops, Finest Bicycle Vici Kid Shoes, Button and Lace Shoes,

Made by Harney Bros. Made by Thomas Plant. Made by Harding & Todd.

And other well known makers of the east.

All Shoes such as retail Readily Everywhere at from \$3 to \$5 a pair

All sizes—all styles— All widths-no limit-All colors—as many as you want.



LADIES FANCY FRENCH HEEL Vesting Top

ROCHESTER MAKE Worth \$6.00 and \$7.00

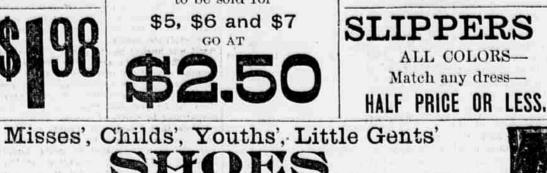
100 Pairs Ladies' High and Low Cut \$3.00 and \$4.00 Boots

1,500 PAIRS

to be sold for

For exclusive shoe dealers

\$5, \$6 and \$7



SHOES Worth Two Dollars On sale in Basement at

2,000 pairs Tan Vici Kid and Russia Calf Skin Shoes, made by P. styles, Cogan & Son, the famous Bunker Hill shoe makers,

all perfect--

These SPLENDID SHOES ARE ON SALE

HAND SEWED SHOES On Our Worth Three Four and Five Dollars

5.000 PAIRS

Tan Russia Calfskin Tan Vici Kid Black, Green, Etc.

Made by D. W. Field, Selz Schwab & Co. C. W. Newhall Shoe Co, and others,

All men's fine shoes such as retail everywhere readily at from \$3 to \$5 a pair; all sizes; all widths; no limit; as many as you want; al

Your choice for

Special Train Agitation.

CHICAGO SCHEDULE STANDS UNCHANGED

Omnha to Have the Advantage of the Same Service It Now Enjoys-Daylight Trains Across lown Stny On.

The announcement by The Bee on Thursday that sixteen hours had been fixed as off the trains. The fraud practiced by some the minimum limit for the fast trains be- of the brokers consists principally in changhere and Denver was received with regret in local railway circles. Greater the announcement that there would be no come into the Union Pacific headquarters lengthening of the train schedules between here and Chicago, and that the obnoxious excess fares would be altogether abolished

on August 14. It is further given out that when the time of the trains between here and Denver | were compelled to get off the train. is lengthened the running time of the fas trains between Kansas City and Denver will be likewise slowed down. The trains be tween those cities will not be allowed to ake the run in less than seventeen and

one-half hours after August 14.

It is now generally admitted that the Chicago papers were somewhat previous in declaring that the lengthening of the train dian Pacific by the United States Interschedules would result in the abandonment of the trains. Both Chicago and St. Louis August 1 at Chicago. It is expected that not all. were exceedingly anxious to have the time of the trains between Chicago and Omaha slowed down, but in this claim they were turned down, as only the trains between Omaha and Denver were seriously considers have notified all lines interested to be ared with respect to the lengthening of represented at the hearing. their schedules. The trains through hereare doing a splendid business today and are earning more revenue than was expected from them. But there is a more potent reason for keeping the trains in service, and that is found in the fierce competition for carrying the United States mail. All of the three competing lines are afraid to let down in their train service. The day that one of the lines takes off its fast trains, without assurance that the other two will do the same, that day will its train service be weakened with the railway mail service. As the Union Pacific has announced that it will not take off its fast trains there is every reason to believe that all three lines will continue to run the trains as now.

following telegram to The Bee from Percy S. Eustis, general passenger agent of the Chicago, Burlington & Quincy

CHICAGO, July 22.-Lines west of the Missouri river decided time of trains too fast and must be slowed up. Extra fare abolished. Details to be fixed at future meeting. I doubt if it will result in abanmaha. P. S. EUSTIS.

FIGHT AGAINST TICKET BROKERS.

exposition Suffers While the Roads Carry on a Tentative Warfare. The investigation into the methods and extent of the scalpers' business in Omaha s still being pursued by the attorneys and general passenger agents of the Omaha terminal lines. As it is not likely that this investigation will be completed within thirty days, there is every reason to believe that the scalpers will enjoy a lease f life for another month. A prominent railway official says no action in the mater need be expected in the next few days. The passenger men complain that their

SLOWER TIME TO DENVER | say they are taking no active measures to ward stopping it, as the exposition directory promised to protect the railroads from the operations of the scalpers, and they are operations of the scalpers, and they are still looking to that body for protection.

That is Coming Out of the States to protect the railroads from the operations of the scalpers, and they are still looking to that body for protection.

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The second of the scalpers of the scalpers of cotton of the Twenty-Seventh Annual controls. Only Change That is Coming Out of the Notwithstanding this some work is quietly being done toward the drafting of a new city ordinance directed against the scalpers, to enforce which all the railroads will unite Although the passenger men say their

local business has been almost wiped out by the brokers, the latter say they are not getting rich out of the exposition tickets and one of them says not a scalper in pay for a \$75 license. Within the last fortnight the business of the scalpers has been appreciably affected by the sale of fraudulent tickets by some of the brokers, resulting in purchasers of such tickets being put ing the time limit on the ticket to suit the purchaser, or in some cases in the change this regret, however, was the joy over of destination. A number of tickets have with the train conductors' reports, plainly showing alterations by the brokers, and in nearly every case there was a statemen that the holder had given up the worthless ticket and paid regular fare, while some

> CASE AGAINST CANADIAN PACIFIC. Statement of the Matter that Will Be

There is great interest among the transcontinental lines in the hearing of the case of the American roads against the Canastate Commerce commission, beginning on the American roads will make strong showing of privileges enjoyed by the Canadian road that are denied to American competttors. The Interstate Commerce commission-

The order to be represented is accompanied by the following statement of the case, which is the best presentation of the facts involved in the long continued rate war that has yet been made:

Whereas, It has come to the attention of he commission that there exists at the present time a centest in passenger rates between the Canadian Facific Railway company, a corporation of the Dominion of Canada, upon the one hand, and certain merican lines and their connections, in luding the Grand Trunk Railway company of Canada, upon the other, and Whereas, It is charged by the American lines that the Canadian Pacific Railway company has been, and still is, in open violation of the act to regulate commerce making unreasonably low rates between vaon the part of the Canadian Pacific railway will result, if persisted in, in the utter de-

ortion of the Uunited States and in incalulable damage to the interests of American lines, all of which is either denied dian Pacific, which derives its carci support or justified by said Canadian Pacific Railcompany; and Whereas, It seems advisable that the comission should be fully informed of the

be taken in the premises. Contention of the United States' Lines. An official statement of the contention of the United States roads is published, with the order of the commissioners. It is as

The general policy of the United States government for the last generation has been that of protection to its industries, transportation as well as manufacturing, mining and agriculture. To aid its shiplocal business is practically at a standstill

goes to New Orleans for a cargo of cotton or Liverpool. In that case it goes empty New Orleans. Indeed, it incurs expenses to take on ballast to enable it to get to New Orleans. Now, if it could participate in carrying our traffic it would cheerfully take cargo for New Orleans at a nominal rate, but the merchant shipping to New Orleans annot avail himself of the cheap rates which the foreign vessel could afford Omaha has made enough this month to pays the American shipowner instead what ever the service is worth.

An exception to this policy of protecting

our own industries prevails in railroad transportation. Congress, by law, has per-mitted the Canadian Pacific railroad to bring its cars into our territory and take our goods into Canada and thence carry hey would have derived from the traffic if oreign railroads were placed on the same footing as foreign ships. This is a very serious matter to our roads. For the last five years more than \$6,000,000,000 of the capital stock of our relironds has not carned I cent on the investment. In addition to that enormous loss they have not earned a dollar of interest on \$900,000,000 of bonds But during that time they have paid to the state governments through which they pass from \$36,000,000 in 1894 to \$41,000,000 1897. Since the panic of 1893 their taxes have increased at the rate of more than \$1,000,000 over the preceding year. Now, on top of that comes the new war taxes, which will aggregate many millions of dollars more. The Canadian Pacific railroad of Canada, of course, pays no taxes. The privilege it enjoys gives it just that much advantage over our own roads. But this is Our congress enacted laws of a very highly restrictive character controlling our railroads, prohibiting them from lower ing their rates without three days' public notice and from raising them without ten days 'notice; prohibiting them from paying rebates to secure traffic and requiring them to do and refrain from doing other things which make against their business, unless

all of their competitors are under the same restrictions. Enjoys Special Immunity.

The Canadian Pacific railroad, by reason of its being situated in foreign territory, has been held by United States courts to be practically exempt from the burdens and embarrassments which our laws impupon our own roads. In other words, American roads have their hands tied by our laws wherever they are in competition with the Canadian railroad, while the latter free and unembarrassed to wage destructive war upon the United States lines.

In February last the Interstate Commerc commission decided that in a rate war then being conducted by the Canadian Pacific naking unreasonably low rates between values against our lines they were buying our lous points in the United States, not as a traffic away from our lines and carrying i rious points in the united states, not as a traine away from our line and say worth, a means of retallation for the purpose of exacting certain unreasonable damands upon its part, and that such illegal conduct upon its part is the Canadian Pacific road was ment; but as the Canadian Pacific road was not subject to our law there was no way to restrain them from continuing their il-legitimate practices. moralization of passenger rates over a large

Notwithstanding that decision, the Cana by the sufferance of our laws, takes advan tage of their permission to do business in this country, has continued and yet persists in its practices, which are resulting so dis

whole situation in respect to passenger astronay, as induced or affected by the competition of the Canadian Pacific railway, as above set forth, with a view to determining taxes which our roads contribute to the public welfare, and that they are available public welfare, and that they are available form the general states which our government for military forms. purposes, they ought in common fairness to be relieved from the warfare which has legenerated into one of destruction.

The lease by the Chicago & Northwestern from the Union Pacific of the use, jointly, of the tracks of the latter over the bridge between Council Bluffs and this city, with connections with the new union depot and account of the brokers' sales, but say ping industries it absolutely prohibited any was filed with the register of deeds yester- consigned to Lininger & Metcalf of this

Western Passenger Association Arranges to Facilitate Work. Three branch offices of the Western Paslines, will soon be opened here. One will be located in the Union depo, another in the Burlington station and a third in Webster street station. They will be under the supervision of Thomas W. Lee, joint agent for the terminal lines in Omaha during the ex-

position. This increase in the number of joint offices will make four offices at which tickets may be stammed return certificates secured and them across Canada and back into the the other work of the joint agency performed.
United States again, thus depriving our own roads of the much-needed revenue which street has been open for the transaction of these matters since June 1 The work there has been heavier than was anticipated, and Joint Agent Lee and his assistants have been kept busy most of the time. The original office will be coniced. At each of the new joint offices perform the same work that is handled at Omaha and the exposition.

the main office. The location of the three new offices will a convenience to travelers through here. but it looks as though it would prove a bad is necessary for persons coming into Omaha or passing through here on exposition ickets to have them stamped good for return at the joint office. As the only office has been located up town it has been necessary to take a trip through the business ection first. Now this trip up town will ot be necessary, as there will be offices at the railway stations.

Railway Notes and Personals. Traveling Passenger Agent Woies of the Nickel Plate is in the city. Traveling Passenger Agent Heller of the

Lehigh Valley is in the city. W. F. Evans, attorney for the Rock sland at Topeka, Kan., is in the city. G. H. Culver, ticket agent of the North western in Chicago, is at the exposition. General John L. Ferguson, assistant general passenger agent of the Northwestern,

General Superintendent Gardner and Di vision Superintendent Ashton of the Northwestern are in town. D. E. Burley, general passenger agent of the Oregon Short Line, left Omaha for Salt

Lake yesterday morning. H. C. Townsend, general ticket and pasenger agent for the Missouri Pacific, with headquarters at St. Louis, is in the city. On Sunday morning a special car will arive in Omaha on the Burlington, carrying the employes at the union depot in Chi-

General Solicitor Kelly of the Union Pacific and Judge Lambertson, attorney for the successory receivers, left for Boston on legal errand on Friday afternoon A. Campbell, superintendent of the western Nebraska division of the Burlington, who with his family spent several days at the exposition, returned to his home at Mc

George B. Haynes, city passenger agent of the Milwaukee, has arrived home after his trip around Cape Horn and in France and trip around Cape Horn and in France and England. He is looking hale and hearty, and the long sea voyage had a most bene-ficial effect with the popular young rail-R. D. Cramer, alias C. J. Kirch, a brake men in the employ of the Union Pacific, died at the company's hospital at Rock Springs, Wyo. Friday morning at 9 o'clock.

On Thursday he fell between the cars of an extra freight train, as it was pulling out of Green River, and had both legs crushed A train of twenty-five guily decorated South Omaha and the necessary side tracks, freight cars, toaded with farm implements a revolver and a gold breast pin.

General Passenger Agent Townsend of the Missouri Pacific is in the city, looking after some traffic matters and again viewing the exposition. When Mr. Townsend was here tenger association, to facilitate the work of last time he was arrested by a detective the joint agencies of the Omaha terminal who mistook the popular passenger official for a noted confidence man and would have carted him off to jail had it not been fo the timely interference of some of the railroad officials of this city. Mr. Townsend hopes to escape a repetition of the annoyance on this trip, but says if he does not he will make things warm for the copper

that gets gay. ARRANGING SPECIAL DAYS itable and Christian associations in the city Director McGarvie Tells of His Trip

Among the Principal Trans-

mississippi Cities. H. F. McGarvie, director of special days at to Des Moines, Denver, Kansas City, St. Jotinued, and its office force will not be re- work in the interest of the Transmississippi pital shirts and pajamas, which the sick wo clerks will be employed, and they will found considerable interest manifested in lin assured the women that hospital shirts

Kansas City has selected August 6 as its wounded and advised that the women of special day. The mayor of the city has is- Omaha begin work at once to supply the sued a proclamation declaring the day a need. holiday. Committees are at work making thing for the trades people. At present it arrangements for bringing a large delega- lines followed out by the San Francisco tion to Omaha at that time. The press has taken hold of the matter and Kansas City is determined to make the day a great suc-

St. Joseph has chosen Saturday, August 13, as its day. Special committees are at work preparing a parade to be made in Omaha when the delegation arrives. Band with the party, and a parade will be made program will be given.

tacked up by active committees, which are determined to make the day a successful

Des Moines will celebrate at the exposiion on August 23. Much enthusiasm is nanifested in the preparations which are being made to outdo other transmississippi cities in the matter of bringing a large and representative crowd to the exposition St. Louis will also have a day, but the date has not been selected as yet.

All the paper sent out by the Department of Promotion and Publicity, amounting to more than 30,000 sheets, has been posted and is attracting much attention. Mr. Davis says that in every city he visited he noticed comments in the papers concerning the enerprise of the exposition management in advertising on such a large scale in all parts of the United States.

NELSON'S HOUSE IS LOOTED Burglars Ransack the Place During the Family's Absence, Taking What They Fancy.

K. Nelson, 2638 Seward street, has reorted the daylight burglary of his house, which occurred yesterday during the absence of the family. Mrs. Nelson left home early in the day and left the house alone until nearly dark. When she returned her household was in a shipwrecked condition. not even the cellar being spared in the search. Drawers and wardrobes were thrown open and their contents dumped on the floor. Everything of value in the house and meal ticket, as the two young men had had been secured and property was stolen once lived in neighboring worth about \$50.

Among the missing articles are a dozen silver knives and forks and other cutlery,

SANITARY AID WILL HUSTLE Women Decide on an Active and Sys

tematic Campaign for Assist-

ing the Soldiers.

The Woman's Sanitary Aid held a meeting at Myrtle hall yesterday afternoon and considered what line of work they had better follow out in assisting the troops which are in the field. Miss Mary K. Giblin, who has just returned from San Francisco, where the Red Cross society is aided by all charthe soldiers, addressed the meeting and explained what the troops need most. Miss Giblin has been in conference with surgeons and others who are in the field and know the needs of the sick and wounded. the exposition, has just returned from a trip | She brought with her arm slings and abdominal bandages of the pattern approved seph and other cities, where he has been at by the army surgeons, and patterns for hos-Exposition. At every place he visited he soldiers wear when convalescent. Miss Gibare the crying need of the sick and

The society decided to proceed upon the women, and will set about at once to supply hospital shirts to the surgeon general. hall will be secured where sewing machines will be operated and a general canvass for materials and funds to carry on the work will be begun. Mrs. F. B. Nichols was appointed chairman of a committee which is to secure a hall and the use of machines. wagons and tally-ho coaches will be brought The material required for making hospital shirts of the sort used in army hospitals before going to the grounds, where a special is light, half-bleached muslin, and any gifts of muslin will be greatly appreciated Denver has October 20 as its day. The by the women of the society and may be mayor has taken hold of the matter and is sent to Mrs. George A. Hoagland, 418 South Sixteenth street. Gifts of light weight gingham, which will be utilized in making pajamas, and thread and tape will be ac

ceptable Miss Giblin also read a list of provisions which are approved by the surgeons. Canned tomatoes, fruit, chicken, peas, soups, tongue, condensed milk, condensed cream gelatine, jellies, crackers, spices, tea and light American wines are among the provisions which the men are permitted to eat. Magazines, books and puzzles are also greatly appreciated by the men in the

An effort will be made to secure a supply of canned goods in Omaha, and Miss Flora Holt and Mrs. A. Haas were appointed to wait upon the packers in South Omaha and solicit contributions of canned goods. Various means of raising additional funds to pursue the work were discussed, and Mrs. B. Nichols and Mrs. E. S. Dundy were appointed to confer with Mr. Wattles and other exposition men with a view to having a benefit day at the exposition The meeting adjourned to meet next Friday in Myrtle hall at 3 p. m., at which time the committees will report and actual

Ungenteful Man Arrested J. W. Coplen caused the arrest last night of W. L. Davis, an ungrateful friend, who he says, took advantage of his hospitality to rob him of a mackintosh and a quantity f other apparel.

Davis has been unemployed for some ti

work will be begun.

Copien's absence at work, the landindy says, his roommate left hurriedly with a large bundle of clothing. He pawned the property and was supposed to have left the until Coplen met him on the street The thieves entered the house by prying night. Davis will be prosecuted for larcen

Final Session of the Twenty-Seventh Annua Convention is Held.

TIME DEVOTED TO SCIENTIFIC PAPERS

Superintendent O'Brien of Nebraska Presents an Interesting Proposition in Connection with

Black Bass Propagation. The final session of the American Fisheries society's annual meeting was held yesterday in forwarding the work of relief among morning. The attendance had become somewhat depleted since Thursday afternoon, and those who remained gave their time to discussion of papers which had been read. A resolution was adopted commending the work of the government along the line of scientific investigation of the fish of the great lakes, and urging that it be continued. The usual resolutions of thanks for the carlous things which went toward making he meeting pleasant were also passed, after which the society adjourned sine die. In the afternoon the delegates visited the exposition and with one or two exceptions

they leave for their homes this evening. FEDERAL BUILDING NOTES.

Deputy United States Marshal Pearsall bas eturned from Blair, where he engaged in the expelling of a band of tramps from a train on the Omaha line.

Deputy United States Marshal Allan has gone to Omaha Agency and will spend several days there in prosecuting men who are selling liquor to indians. Two carloads of ten and a consignment of

all sorts of Japanese ware were shipped from Yokahama to T. Mizutany, who has charge of the Japanese tea garden at the exposition. Mizutany sold one carload of the tea to Omaha firms, and took the other Mizutany sold one carload of out of bond himself. The duty paid on the two cars was \$4,045. The work of completing the upper stories

of the new federal building is progressing rapidly and Superintendent Latenser thinks everything will be done by January 1, 1899. All the plastering has been finished, with the exception of the ornamental work in the court rooms. The models for the decorative stucco work have been approved and workmen are busy putting on the finishing work in the court rooms. The woodwork to be of West Indian mahogany, a wood which is practically out of the market beause of the war, but the contractors were fortunate in securing a supply that was on hand before the war.

BAD BLOOD



CURE CONSTIPATION. HO-TO-BAC Sold and supranteed by all drug