Union Pacific Plans a Branch Line Through

New Territory.

WILL OPEN A MOST FERTILE SECTION

Irrigated Farms and Successful Ranches to Be Brought Into Closer Connection with the Commercial World.

year of the reorganized Union Pacific will for a transfer of the case, he would not be marked by the building of some impor- make any record of it until he could have tant extensions, as well as the absorption of some of the former branch lines. An in the afternoon, official party, including General Manager Edward Dickinson, General Superintendent Robert W. Baxter, Chief Engineer John E. had taken in the Ackerman against Acker-Berry and Superintendent of Transportation E. E. Buckingham, are now looking over the | before the supreme court. valley of the North Platte river in the western part of this state, with a view of locating a branch line to connect with the main

line at North Platte. The party left here on Monday last, and first inspected the main line and branches in Nebraska. On the return trip the party left the railroad at Kimball, the county seat of Kimbail county, and embarked in wagons for a trip of several days through the territory now under consideration for a new branch. From Kimball the party will drive northward about forty miles through Kimball, Banner and a part of Scott's Bluff counties. A stop was made at Gering, in the latter county, located on the south bank of the North Platte river, and from there the journey by wagon will be continued down the North Platte river to North Platte a distance of about 180 miles. The valley of the river is the route pro

posed for the new branch, and should the officials now inspecting the route make a favorable report to President Burt, it is altogether likely that the railroad will be ble: Canned soups, clam broth, jellies built. This valley is regarded by experi- orange marmalade, ginger ale, biscuits, state for railroad construction, | nel, red or grey. there are some officials Indeed. of the Union Pacific, who have always maintained that the main line would have been more profitable and given a better road had it followed the North Platte river after reaching North Platte, instead of following the South Platte river.

### Through a Rich Country.

The North Platte valley is in the extreme western part of Nebraska, about due west of Onigha. It runs diagonally through the part of the state north of the corner that was given to Colorado to help enlarge its domain. Starting from the main line of the Union Pacific, the new branch will run through the counties of Lincoln, Keith, Deuel, Cheyenne and Scott's Bluff. In all of these counties irrigation is extensively practiced and some of the best irrigated farm lands in the west are located along the new route. The territory is also considered exceptionally good for the production of live stock and with the agricultural and live stock industries developed it is believed that the valley will prove a most profitable one for a Union Pacific branch.

There is another reason for the Union Pacific's wanting to build the branch. Under the terms of the land grant made by the government to the original Union Pacific company the latter came into possession of every other section of land on both sides of the railroad. As this land west of North Platte extends twenty miles north of the main line much of it is in the valley of the North Platte river. This land has been without much value since the construction other searched his clothing for valuables, of the Union Pacific, but the building of a branch along the North Platte river would increase the value of the company's lands enormously. From the sale of these lands at an increased price it is figured that the land department of the company alone could almost afford to pay for the construction of the branch line.

Should it be decided to build the North Platte branch it would for the present have but one railroad connection, namely;, with the Union Pazific main line at North Platte. To build this branch about 180 nlles o track would have to be put down, but this work is thought to be inconsiderable in comparison with the returns in sight. At a later day the branch will probably be extended further up the North Platte river to Wendover, Wyo., giving an outlet for the great shipments of live stock that come down on the Cheyenne & Northern railroad, at which point the latter road crosses the North Platte river.

Rallway Notes and Personals. K. C. Morchouse, general freight agent o the Elkhorn, returned from Chicago yesterday morning.

President H. G. Burt of the Union Pacific and Mrs. Burt returned yesterday from

General Solicitor Manderson of the B. & M. is slowly improving from his recent illness and expects to be able to go to Bar Harbor, Me., about August 1.

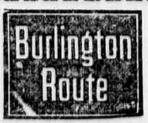
President Ristine of the Colorado Midland and his two sons spent Saturday morning in railway circles here and put in the rest of the day at the exposition grounds.

An unknown boy was found on the Union Pacific tracks near Ogalalla on Thursday night badly injured. It is thought he was standing close to the tracks when a freight train passed by and one of the cars struck him. He belonged to a party of immi-

Scalpers sold tickets to eight men who boarded the regular train for Kansas City Friday night. The tickets were St. Joseph excursion tickets marked plainly that the were good only on the special train which left at 8 o'clock, but the scalpers had merely run lines through this provision and sold them as regular tickets. The conductor re-fused to take the tickets and the men were put off a short distance outside of the city.

Raymond's Auction. \$150,000 diamond, watch and silverware stock, must be sold to pay indebtedness; sale every morning 10 a. m., and evening, 7:30 p. m. Corner 15th and Douglas.

Dinner at Flemish Cafe. West Midway.



## IT IS COOL IN COLORADO.

The real difference between the summer temperature of Colorado and that of Nebraska is only about ten degrees, The apparent difference is about thirty degrees.

July is the best month to visit Colo-In July the temperature is just right, the mountain resorts filled with pleasure-seekers, and the cost of reaching them little more than half as great as is ordinarily the case For information about rates and trains, also for advertising matter de-

Manitau. Glenwood Springs, Estes Park, call at

Says the Report of the Attorney's Stenographer is Inncentate and

The contempt proceedings in the Dodd case against the Nebraska Children's Home society took another sensational turn yesterday morning when Attorney Montgomery produced an affidavit containing a report of all the conversation that passed the day previous between Judge Scott and Mr.

Holds Onto the Case.

ontgomery. It had been taken down by a stenographer employed for that purpose by Mr. Montgomery. Judge Scott said it was in many respects incorrect and that, therefore, while There is every indication that the first he would overrule Mr. Montgomery's motion his own stenographer to report his language

The court again criticised Mr. Holmes, the president of the society, for the part he man contempt matter against Judge Scott

Notes from the Courts. three gamblers, Kirschbaum, Dwyer

and Byrne, are still languishing in Jail for the want of bondsmen, having been unable to obtain the \$1,500 bail. Adolph Brown was appointed by Judge Scott receiver for the restaurant of the International Dining and Checking company at Sixteenth and Emmett streets; bond \$1,000. Brown is to advance \$400 to carry on the business.

Anti-Pill, cures pill habit; see ad. Have you taken a ride on a Lion at Fif-centh and Capitol avenue? It is a great esort for children.

All loyal women are requested to meet with the members of George Crook Woman's Relief corps, No. 88, at Mrs. John B. Furray's, corner Twenty-fourth and Seward streets, on Tuesday afternoon at 2 o'clock, for the purpose of sewing and bringing together supplies for the sick and wounded soldiers. Come prepared to sew.

The following named articles are desirad railroad men of this state water crackers, canned tomatees, canned the most available territory in peas, half bleached muslin, half wool flan-

Union Pacific. "The Colorado Special,"
"The Overland Limited" "The Fast Mail"

are the 3 magnificently equipped trains run via the Union Pacific to all principal western points. City ticket office, 1302 Farnam

Best Secranton hard coal, \$7.50. Coutant Squires, 1402 Farnam street

## WILLIAM DODSON IS HELD UP

Manager of the Omaha Military Band Meets Footpads in the High Weeds.

Manager William Dobson, of the Omaha Military band, was held up and robbed of his watch and valuables in the vacant lot in the rear of the Collseum building, near Twenty-first street, by two men Friday night. Mr. Dobson was on his way to his home at 2105 Grant street at the time and took a short cut across the lot to save time and distance. The lot is very heavily overgrown with tall weeds, which makes it very dark. He had gotten half way across the space when the two men sprang out of the weeds just ahead of him and demanded that he throw up his hands and remain quiet on pain of death. They had weapons in their hands, but whether they were revol vers or knives, Mr. Dobson could not say, as he could not distinguish in the darkness. While one of the men held him passive, the

After the robbery, the men slunk into the weeds in a westerly direction. A posse of officers were detailed on the case as soon as Mr. Dobson reported it, but no trace of the men could be found.

Dr. Shepard, catarrh, 312 N. V. Life. Best hard coal for immediate delivery \$7.50 per ton. C. B. Havens & Co. Tel. 217.

The cheapest and best meat on Exposition grounds. Flemish Cafe, West Midway. Over 100 of the latest style vehicles to thoose from. Visit our wholesale repository before purchasing. You can save from \$25.00 to \$50.00. One block from the east

end of the Harney street car line. Lininger & Metcalf Co.

### SLABAUGH DENIES THE WRIT

Holds the Charge of Vagrancy Against the Applicants is Sufficlent Ground for Detention.

Judge Slabaugh decided the writ of habeas orpus proceedings brought before him for the release of Kitty Wells and Mary Brown alleged to be unjustly deprived of their liberty by the police, against the women and remanded them back to the city fail.

The warrant served on the women, charging them with vagrancy by the police as soon as the writ of habeas corpus was issued, caused the decision as rendered, as has been slightly under the \$5,000 mark, the court held that this warrant was proper. As to the question as to the right of the police in holding unbooked, the women, for a time exceeding that specified by law, the court took no cognizance. That phase of the case, he said, was for the

letermination of a jury. A writ of habeas corpus was issued by the court, returnable Monday, for the release of Annie Nelson and Daisy Williams. These women were arrested on the 21st and are still in the city jail. Their names do not appear on the police records and the charges against them are not known. Their attorney has been denied a conference with

Captain Sigwart denies that the women are in custody, although it is known that they are. Captain Sigwart, Chief Gallagher and Jailer Heitfeld have been cited to appear and explain why the women are held.

Dinner at Flemish Cafe. West Midway. Hard Coal. Best Scranton, \$7,50 per ton delivered, cl. 420. C. W. HULL CO.

G. W. Wertz, Dentist, 1615 Douglas st. The great Wilshire Ostrich Farm's display of estriches, to open about August 1, prom-

ses to be one of the principal attractions during the exposition Marriage Licenses. The following marriage license was issued by County Judge Baxter yesterday: Name and Address.

oseph Pospisil, Omaha..... Pauline Pospisil. Omaha ..... You cannot beat the best. Buy hard coal of Victor White, 1605 Farnam.

To Whom it May Concern

Yesterday we gave notice of a box that was going to be sent by R. S. Wilcox to the Omaha Guards at Chickamauga, and friends of the boys were requested to make per-sonal packages or to make a general do-nation to the company. Money, canned goods, cigars, tobacco, lime juice, pickles. olives, etc., magazines, papers or anything of a nonperishable nature. Whatever you think would amuse the boys send it along. This box will be sent Wednesday, July 27, rompt and deliver your R. S. WILCOX at Browning, King & Co.'s Everyone is invited to contribute.

freland in pictures and magazines bound by A. I. Root. 1609 Howard street.

Bring in two bons fide new subscribers, prepaid for two weeks each and get three of The Bee's photogravures of the exposi-

## ALONG THE NORTH PLATTE SCOTT DENIES HIS LANGUAGE RAILWAY RATES COMPARED

Changes in the Rates of Charge for Freight and Passengers.

Government Report on Rates for Freight Business on All Lines. and on Many Individunt Lines.

The United States Department of Agriculture has published as miscellaneous bulletin No. 15 an exhaustive report on the changes in the rates of charge for railway rensportation, prepared under direction of the government statistician by H. T. Newcomb, chief of the section of freight rates in that division. The report deals not only with the charges for transportation of agriultural products to the principal markets and scaports, but also with those for furniture, agricultural implements, dry goods and other commodities to the distributing centers of the interior and west. The rates on passenger service are also dealt with

fully. These tables given are decidedly interesting as showing how and when the changes in railway rates have been made. There has been a steady reduction of rates from the earliest reports, but in many cases the fluctuations have been almost unaccountable, and on the whole it appears that the most of the reduction was made prior to ten years ago, and in some cases prior to fifteen years ago. The later years show either no reduction of rates or reductions not at all proportionate to the reduction in values of the commodities handled.

For instance, there has been no reduction in the rate charged on transportation of dry goods from New York to Chicago for more than twenty years. The reduction of the rate on wheat from Chicago to New York by rail from 1858 to 1876 amounted to more than 60 per cent, but since that time it has been only about 18 per cent, and has not varied much since While the business of the railways has been enormously increased and the revenue from freights and passengers much larger than in former years the reduction in rates has not even kept pace with the decline in prices. The information for the report was gath-

disc makes allowance for fluctuations in the value of the currency of the country during the period when there was a difference in value between the currency in circulation and the gold basis for the same. Every figure giving a price during this period is reduced to a gold valuation in order that there may be perfect uniformity in the work. The first of the tables of statistics in this report shows the volume of freight traffic and the revenue derived therefrom on all the railways of the United States. This information is given in averages for each year for a period of thirty years. The purpose of the compilation was to show what changes have taken place from year to year in the freight business of the United States railroads and to afford a basis for judging whether the tendency has been up or down in the matter of business and rates. Data was collected showing the number of miles of railway operated, the number of tons of freight carried, the number of tons of freight

carried one mile, the number of miles run

by freight trains and the gross earnings

from freight service for every railway re-

lating to which all or any portion of the years in the average number of tons carried per mile of road operated, the num ber being 3,271 in 1867, dropping to 2,973, the lowest amount, in 1870, rising to 4,389 in 1888 and standing at 4,208 in 1896. The average number of tons carried one mile per mile operated shows a steady increase from 279,712 in 1867 to 523,832 in 1896, but the latter amount is not as great as that for the year 1892 when the average stood at 543,365. In the matter of average tons carried per mile run by freight trains the increase has been comparatively steady from 867 in 1867 to 1.60 in 1896. The column showing the average distance carried per ton is an interesting study. In 1867 it was 101.23 and this increased with various fluctuntions to 115.58 in 1878. There was a falling off and the figure was not passed again until in 1889 when it reached 127.36. The next year there was a drop and then the annual amount rose slowly to the 124.47

Revenue from Freight. The question of revenue from freight business is also treated in this comprehensive table. The average revenue from freight per mile of road operated was \$5,-301.53 in 1867, but two years later the revenue was \$4,616.48. In 1871 and for two years following the amount was over \$5,000 and again in 1880-81 it was again high, running down to \$3,981.37 in 1894, and standing at \$4,322.48 in 1896. The average revenue from freight per ton per mile carried has shown a downward tendency in the thirty year period. The companies got 1.925 cents in 1867, which amount fell beow the 1 cent earning after 1885 and in 1896 was down to .806 of a cent, the lowest point. The descent in the last eleven years-1886 to 1896 inclusive-was not altogether uniform year by year but run as In 1886, .999; in 1887, .984; in follows: 1888, .941; in 1889, .922; in 1890, .941; in 1891, 1894. .860; in 1895, .839; in 1896, .806.

.895; in 1892, .898; in 1893, .878; in The statistician, in making the report, cites the figures last given as by far the most important in the whole table. Besides relating to the most satisfactory unit in accordance with which transportation services can be measured, the rate per ton per mile is an especially desirable measure of changes in freight charges from period to period because, unlike published schedules of rates, which in earlier years were deviated from so frequently as to render them in many instances of but the slightst value as showing the actual charges, the rate per ton per mile takes account of all concessions from published charges except in these instances, it is impossible to say how frequent, in which rebates were charged as operating expenses. The averages under consideration are qualified by the fact that those for the later years include all railways, while only such roads as had adopted advanced methods of accounting, that is, roads of greatest traffic and lowest rates, could be included for the earlier years. "The decline," says the statistician, "which is seen to have been comparatively regular from nearly 2 cents a mile in 1867 to about 8 mills in 1896, amounts to about 60 per cent, and is probably not exceeded by that in the price of any commodity among those shipped by rail." The figures given have all been re-

duced to the gold basis. Rates on Leading Lines.

The third table in the bulletin contains average rates per ton of freight per mile for each of a large number of railways, and was made to cover the longest period with fegard to each company included for which data required could be secured from any reliable source. This table gives in detail some of the figures from which the preceding table was compiled. It enables the student to make comparisons of different railways and to compare railway business in various sections of the country. Figures | Room 415 Bee Bldg.

back as far as 1846, as is the case of the tively. The rates on the Union Pacific a Fitchburg railway. This is an eastern road, the same time showed some differences. In but at the beginning the average rate of 1877 the rate was 3.140 cents per mile and charge per ton of freight per mile was 4.523 in 1878 it was 3.226. By 1886 it had become cents. On that road it is now .870 cents, | 2.135 cents and in 1897 it was 2.101. The rate But there are startling variations in the on the Northwestern remained steadler than table relating to this road. For instance, on almost any of the western roads. In 1879 the rate in 1853 dropped from 2.765 cents and | it was 2.777 cents, in 1877 it was 2.429, in SOME TABLES COVERING MANY YEARS again in 1864 to 1.9, but in 1874 it was back 1887 it was 2.285 and in 1897 it was 2.053 to 3.993. Another eastern road, the Boston | cents. & Maine, shows a steadier decline, but the rate is held up to 1.450 for the year 1897, the last one reported. The rate on the New York Central early dropped below 1 cent and stood at .929 in 1876. In 1885 it was .688 and it has remained almost stationary

The western railways did not reduce rates

ever since, being .679 in 1897.

so early. The Rock Island, for instance, in 1880 was getting 1.209 cents per ton mile which did not fall below the 1 cent until 1888, when It was 0.964, but in 1891 the company was getting 1.039, the next year 1.655, enother year 1.039, then 0.989, 1.084, 1.017 and 0.958, the last being for the year 1897. In the case of the Northwestern railway the rate dropped from 2.691, the high point in 1869, to 1.194 in 1885. The rate went below the 1 cent in 1888 and 1890, but did not drop so low again until 1897, when it was 0.978. The rate on the Milwaukee got down below 1 cent in only one year, 1890. but was 1.168 in 1886 and was 1.008 in 1897. The Burlington makes an interesting showing. This is divided into the portions east and west of the Missouri river. East of the river the table begins with 1865, when the rate was 1.788. By 1877 this had dropped to 1.322, at which time the rate west of the river on the same line was 4.795. By 1882 the company was getting 1.091 east of the river for freight and 3.041 west of the river. The next year a drop was made to 1.032 and 2.716 respectively. By 1887 the rates were 0.879 east of the river and 1.816 west. The next year the rates had settled to 0.789 and 1.416. There have been fluctuations since, and in 1897 the rates stood 0.891 and 1.284, practically stationary for the last ten years and more. In connection with this the figures on the Union Pacific are worth noting. The statistics commence with 1870, when the rate was 3.596, but a drop of more than a cent was made the next year, and 2.419 was received. By 1879, when the Burlington was credited with receiving 3.739 west of the river, the Union Pacific was getting 1.991. The rate on the latter road dropped to 1.213 in 1887, continued steadily downward to 1.033 in 1890, and was reported at 0.962 in 1897.

Some examples of very low rates are to red from reports of the companies and from be found in railways that are not favored publications of leading commercial bodies by long hauls. The rate on the Norfolk & and from commercial journals. The report | Western in 1897 was 0.446, on the Chesapeake & Ohio 0.419, on the Buffalo, Rochester & Pittsburg, 0.481, on the Toledo & Central Ohio 0.478, on the Fall Brook, 0.431, and on the Chicago & Erie, 0.477.

Westbound Freight. The report includes a great deal of valuable information about rates on manufacured goods destined for western use. For instance, the rate charged on dry goods rom New York to Chicago by rail was \$1.37 per 100 pounds in 1867, but dropped to 81 cents in 1870 and to 39 cents in 1876. But in 1877 it was 72 cents, a year later 77 cents, then for two years 75 cents after which with occasional drops below the mark it has remained at this figure. Thus for eighteen years there has been practically no change n the rate on this leading commodity. On boots and shoes, teas and drugs the rates have been substantially the same, but lower on cotton piece goods on which the rate has remained at 50 cents since 1877. These rates re given regardless of quantity shipped. The rates from New York to St. Louis

by rail are given. In 1881 the rate was 82 cents per 100 pounds, then dropped 3 cents, stood at 94 cents for two years, dropped to desired information could be secured.

The first of the tables of statistics shows that there has not been much change in which time it has remained steadily at 87 which which time it has remained steadily at 87 which which time it has remained steadily at 87 which which which whic on no change in the rate on leading commodities from New York to St. Louis between 1889 and 1897.

Rates on grain from Chicago to New York have not greatly changed since 1876. At that time the rate on wheat by rail as reported by the Chicago Board of Trade was 15.12 cents. It had been as high as 42.37 cents in war times and as late as 1872 was 31.13 cents. After 1876 there were fluctuations n the rate until it reached 14.40 cents in 1881 and dropped to 13.20 cents in 1884-85. The lowest point reached was 11.89 cents in 1895 which became 12 cents in 1886 and 12.5 cents in 1897. The corn rate stood at 12.32 ents in 1884-85 and dropped to 10.29 cents ten years later, but in 1897 stood at 11.43

cents. The rate on horses and mules from Chicago to New York has not changed since 1879. On sheep it is half what it was then, but has remained steadily at 30 cents per 100 pounds since 1889. The rate on hogs between the points named was 29 cents in 1882 and 26 cents in 1888, but in most of the veers since has remained at 30 cents. In 1893 local causes sent it down to 20 cents. The rate on dressed hogs was 48 cents in common cars and 53 cents in refrigerator cars n 1896, but in both cases became 45 cents n 1891 and has remained there ever since.

Passenger Rates. Although the matter of rates for passen gers is not of especial interest to those who nay be reached by agricultural bulleting, the tables on this subject are included. The table begins with 1867, when the average rev enue from each passenger per mile carried was 1.994 cents. A year later the revenue was 2.164 cents, and in 1876 it was 2.183. Ten years later it was 2.142 cents, and still another ten years it stood at 2.019 cents. The report properly calls attention to the fact that it should be borne in mind that the thing which the traveler purchases with the money paid as fare has varied in his favor in every important element except that of distance. The service has been improved and this explains why rates in the passenger department have not been reduced as much as in the freight department. In 1863 the Rock Island got 2.098 cents per

mile per passenger, but as late as 1874 was getting 3.063 cents. The next year the rate was 2.687, which continued about the average until 1887, when it was 2.328 cents. In 1895 the Rock Island got 2.146 cents per mile, in 1896 it got 2.108 and in 1897 it got 2.153. The Burlington road in 1877 was getting 2.590 cents per mile on lines east of the river and 5.499 on lines west of the river. The next year-1878-there was not so much difference, the rates being 2.547 and 4.959, respectively. By 1886 there had been a further equalization and the rates stood 2.130 cents and 2.711, respectively. These rates were not greatly different from those of 1897,

# \$40,000 INSTALMENT LIFE INSURENCE AT \$363 PER YEAR

For ten years, at age 35, GUARAN TEES \$2,000 a year for 20 YEARS other amounts in proportion. A definite contract issued by the Union Sentral Life Insurance Co. of Cincinnati. This policy is exchangeable for any other orm of policy desired, securing to the nsured the benefit of the younger age and ower rate, without subsequent re-examina-ion.

ance last year. Assets nearly \$20,000,000.
Upon receipt of your date of birth full particulars will be given. A. R. EDMISTON, Gen'l. Agt.

are given on some of the railways running when they were 2.086 cents and 2.631 respec- DETAILS FOR

The Continental Limited. The new Wabash solid vestibule train of ay coaches, sleeping and dining cars. A

train for tourists and all classes of travel Leave Chicago (daily), 12 noon. Leave St. Louis (dally), 9:10 a. m. Arrive New York, via West Shore, 3:30

Arrive Boston via Fitchburg, 5:50 p. m.
All agents sell tickets for this train and
will tell you all about it. Ask him or write

G. N. Clayton, G. W. P. Agt. Wabash R. R. A. D. T. Co.; messengers furnished; bag gage delivered. 1302 Douglas St. Tel. 177.

Have Root print it. Don't miss Newsboy's picnic Sunday, July i. Good boating and fishing. Sarpy Mills: train leaves B. & M. at 10 a. m. sharp. We have engaged special attractions never seen in this part of the country at great expense. Come out and see the boys eat—worth twice the price of a ticket he price of a ticket.

Meet me at Schlitz's roof garden.

Hamilton Warren, M. D., eclectic and magnetic physician, has moved his office to the Tizard block, 224 North 23d street, Special attention to all long standing or lingering discusses and to diseases of women and chil-

A FEW ADVANTAGES

Offered by the Chicago, Milwaukee & St. Paul Rallway. THE SHORT LINE TO CHICAGO.

A clean train made up and started from

maha. Baggage checked from residence to Elegant train service and courteous empleyes. Entire trains lighted by electricity and

with electric light in every berth.

Finest dining car service in the west, with meals served "a la carte."

The Flyer leaves at 5:45 p. m. daily from CITY TICKET OFFICE, 1504 Farnam St. C. S. CARRIER, City Ticket Agent. Shirts reduced to 5c. Imperial Laundry

o., southwest corner Sixteenth and Dodge

Visit Schlitz's roof garden concerts.

MINERAL WATERS Apollinaris, ½ pints, gaseous...... Apolinaris pints, gaseous Apolinaris pints, guscous pollinaris, quarts, gaseous sethesda, ½ gallon, plain Boro-Lithia, ½ gallon, plain Boro-Lithia, quarts, gaseous boro-Lithia, pints, gaseous tromine and Arsenic, ½ gal, plain suffalo Lithia, plain Colfax, pints, gaseous... Colfax, 15 gallon, plain Carlsbad Sprudel, plain Arisbad Mattonis, gaseous Congress, plain Hathorn, plain Hunyadi Janes, plain lunyadi Lajos, plain ...... lygenia, ½ gallon, plain ..... ygenia, quarts, gaseous . lanha, plain ..... ishm's "California water" We mention above a few mineral waters with their price, per single bottle. The prices by dozen or case is much less. The reader will observe that this list only goes to I—in the alphabet—We handle 100 kinds of mineral waters, fresh).

Sherman & McConnell Drug Co., OMAHA, NEB. MIDDLE OF BLOCK.

INSPECTION General Sumner Provides for the Watching of Delivery of the

Indian Annuities. Orders have been issued by General Summe of the Department of the Missouri, Cotalling officers to witness the issue of annuity goods to Indians upon reservations. The following officers will attend to that work in this de

partment Santee Agency, Nebraska-Lieutenant C R. Day, Tenth cavalry, Omaha; Lieutenant Edward Lloyd, Twenty-second infantry, alternate, Fort Crock. Cheyenne and Arapahoo Agencies, Okla-

boms-Lieutenant Shollenburger, Tenth in-fantry, Fort Rene, Okl.; Captain J. A Gaston. Eighth cavalry, alternate, For Reno, Okl Kiowa Agency, Oklahoma-Captain C. A Varnum, Seventh cavalry, Fort Sill, Okl.; Lieutenant F. H. Bouch, Seventh cavalry, alternate, Fort Sill.

Hard Cont. \$7.50. For immediate orders and delivery. No braska Fuel Co., 1414 Farnam street.

Tyrolean singers, Schlitz's coof garden.

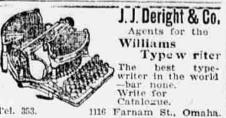
## Stop Your Squabbling

After two months' squabbling the Expo-

sition directors finally concluded to give

the people a 25-cent admission for Sundays and Thursday night. Two months from now they may possibly give a 25c admission for every night. One month from that date their meetings will be a little more harmonlous-and then they'll realize they had an opportunity of having the greatest exposition ever known-but it will be too late. 

SCHAEFER CUT PRICE DRUGGIST 16th and Chiengo Sts.





The latest production of the best manu-1612 Farnam St

the atten users and buyers of

facturers. Excels all others in conveniences and has many features distinctively its own. Send for catalogue.
United Typewriter & Supplies Co.,

## Extraordinary Sale Fine Leather Goods

White kid belt, with covered buckles, sizes 22 to 34, 25c each. White kid belts lined and stitched covered buckles, extra value at

Real seal leather belts, lined and stitched, covered buckles regular \$1.00 value at 48c. Chatelaine Bags, leather lined, \$1.00 kind at 49c.

leather covered frames, the usual Shopping bags, fine quality grain

Thousands of household articles are offered at 1c, 2c, 3c, 5c and leather covered frame, worth \$1.50, at 98c. THE 99-CENT STORE.

Morocco leather pocketbook, leather lined pockets, special value at

Real seal and Morocco leather pocket book, leather lined, regular \$1.00 goods at 49c. Real Seal, Morocco and Aligator leather pocket book, with sterling silver corners, worth \$1.50 at 98c. In Our Economy Basement-

up that usually cost three to five times the money. Walk in and look around.



centers of the globe, and endorsed and preferred for private and publie use by the greatest artists and scientists. Also a complete line of IVERS & POND, VOSE and EMERSON PIANOS.

Chickering Upright-good as new .... \$195.00 Kimball Upright-ebony case...... 100.00 Kimball Square..... 45.00 Lighte Upright...

We will pay \$500 in cash for a NEW 1898 Steinway, Ivers & Pond, Vose or Emerson Piano furnished by any other dealer in the city, plano to be shipped direct from factory with factory guarantee.

Planos rented, tuned, exchanged and sold on easy monthly payments. A. C. MUELLER, Tuner. 'Phone 1625. Moore, Traveling Representative for Nebraska and Iowa.

SCHMOLLER & MUELLER, 1313 Farnam St.

LEADING MUSIC DEALERS IN THE WEST.

Midway Pebbles Gravel and sand-will soon cut through a thin soled shoe-we have just received a swell tan with a sole a little heavier for easy walking on Midway and the Exposition grounds—all sizes and shapes for \$3.50.

\$350 Any Shoe \$350

Regent Shoe Co., 205 S. 15th Street.

HAYDEN BROS.



Cutting the prices Deeper than ever on Hot Weather shoes

Ladies, fine \$2.00 white canvas Oxfords Ladies' fine \$1.50 don-gola Oxfords, 28c. Ladies' fine \$1.75 viel kid tan Oxfords, 88c.

Laddes' fine \$2.75 dongola lace shoes, \$1.98.

Laddes' fine \$2.50 and
\$3.00 viel tan kid lace
shoes \$1.98.

Laddes' fine \$1.00 and
\$4.50 tan viel kid lace
shoes, silk vesting top,
lace shoes, \$2.98. All
these at \$2.98 are Rochester hand-turned shoes

—Latest coin kid tips,
All sizes and widths, A
to E. Misses' and children's \$1.25 and \$1.50 strap slip-

ers, 55c. Boys' fine \$2.00 tan, goat, lace shoes, \$1.49. Youths' fine \$1.75 tan, goat lace shoes, Men's fine kid tan lace "up to date" hoes, \$1.98. The new shoe for women

The Sorosis

1s just the shoe you want for exposition wear-no shoe ever made has met with such universal favor as the Sorosis-black and tan-price \$3.50.

July Clearing Sale.

Milton Rogers & Son lce Cream Freezers—

2-qt., \$1.00; 3-qt., \$1.25; 4-qt., \$1.45.

Hammocks-

An elegant line of beautiful patterns. Special prices-75c, 90c, \$1.45, \$1.85, \$2.75

Garden Hose — Warranted brands, 7c, 9c, 11c, 15c.

1 2-gal., 95c; 3-gal \$1.20; 4-gal., \$1, 45.

Water Goolers-

Water Filters— \$1.50, \$2.75, \$3.25, \$3.75. Automatic Steam Cookers—

\$1.25, \$1.65, \$1.95. Victor Gas Stoves—

For gas and gasoline stoves,

1 burner, 65c; 2 burner 95c; 3 burner \$1.45. Columbian Gasoline Stoves-

2 burner \$2.15; 3 burner, \$3.65.

awn Mowers-

\$2.35 up.

Everything warranted best quality. Cor. 14th and Farnam

**BOSTON STORE** 

Drug Dept. We have about 500 Bottles of Florida

Water left from yesterday's big sale, which will be close out on Monday at the same price, 10c.

Come early. **BOSTON STORE** Drug Dept.

Our Hose is All Right. Is Yours?

When you consider that a few cents per foot will buy the BEST hose made. With good hose it will be a pleasure to sprinkle the lawn -perhaps save your house in case of fire. Remember, every FOOT of our HOSE is guaranteed.

Brands:

Triton-Torrent-Cascade-Whirlpool-Artesian-JAS. MORTON & SON CO.,

Good Cigar

Hardware and Fine Tools,

1511 DODGE STREET



Our Five Cent Jersey is the eigar you are looking for. Don't trust to luck but buy a Jorsey and be ure of the best 5e cigar made.

Paxton Block Cigar Store, 16th and Farnam. Jacob Jaskalek Prop.

TEETH EXTRACTED

Albany Dentists.

Best set of teeth, \$5.00. No charge for ex-

120 South 14th, cor. Douglas. Open even-ings until 8. Lady attendant. Sundays, 1

The Union Central issued \$36,000.000 insur-