TO BE AN INDEPENDENT LINE

Baltimore & Ohio Not to Be Consolidated to Form a Transcontinental System.

NEW OWNERS HAVE FAITH IN THE PROPERTY

Have Bought Up Its Common Stock, Believing It Can Be Made to Pay Dividends—Interview with Receiver Cowen.

John K. Cowen, president and receiver of the Baltimore & Ohio railroad, has returned to Baltimore after a trip over the system with some of the prospective buyers of the road. In an interview with the Baltimore News he said:

"There is absolutely nothing in the statement that there will be a consolidation of roads by which a transcontinental system will be arranged. Mr. Hill's statement is very clear on this point. There will be no consolidation of roads, with the Great Northern or any other. The Baltimore & Ohio will hold itself open at Chicago to accept business from any of the great northwestern roads which empty at Chicago. There would be absolutely nothing in tying ourselves up with any of these roads, and the statement that we would do so was only a hap-hazard guess, made on the spur of the moment by some one when it was first learned that Mr. Hill, the builder of the Great Northern, was to become interested an the Baltimore & Ohio.

"The Vanderbilts do not own the New York Central," he said in reply to a question about the control of the road, "but there is no question but that they completely dominate it. It will be much the same in this case. Whether or not the new investors own a controlling interest, no one who knows them will doubt for a minute that they will pretty well dominate it. Every small stockholder should be glad, and probably is glad, if he is posted, that such men as Hill and Field and the others have come into the Baltimore & Ohio.

Have Faith in the Road.

"Think what it means. It is that these, among the most astute railroad men of this country, with all their wealth and their influence and experience, have looked into the Baltimore & Ohio as a piece of property, have examined it carefully and have determined that it can be turned into a dividend payer. They have faith in the reorganization committee, and if I may be permitted to say so, in the management of the road. Understand, these gentlemen are buying the stock of the road, not its bonds, though I presume some of them have in the course of their financial transaction acquired some of the bonds, too, but it is the common stock of the road which these gentlemen have bought. They have stacked their dollars in with the belief that the road will 'win out' in the vernacular. In other words, that it will become a dividend payer.

"These holders of the common stock of the Baltimore & Ohio will be the strongest who have ever held it. They are all railroad giants and will infuse new life into the property. Nor are the four whose names are mentioned, Hill, Field, Armour and Ream, the only ones who have 'bought into' the road. The stock, I can say, has been judiciously distributed all along the road where it would do the most good. Other influential men are interested in the deal. They have bought stock and have the advancement of the road's interest at heart. No, I cannot say where or to whom this stock has been sold, but it will all appear in good time.

"The recent transaction has been the realization of my hopes about the future of the road. It is in line with everything I had planned."

When asked as to when the reorganization should now be completed, Mr. Cowen said:

"Well, I should say in a few months, possibly three or four. There are a great many details to arrange about the foreclosure of course. The suits are not worrying us much. I don't think anyone is particularly afraid of their outcome. I think that in a few months the entire reorganization will be entirely effected."

CHICAGO DAY AT THE EXPOSITION.

Railroads Doing Their Part to Make it a Success.

That the railroads intend to make Chicago day at the exposition a success in point of attendance is evident from the following taken from the Times-Herald of that city:

"If Chicago is not wonderfully well represented by organized bodies at Omaha next Saturday—Chicago day—it will not be the fault of the railroads. The competition for this business has become so great that every kind of concession is being made. It was reported yesterday that the Burlington was to carry the Cook County Marching club to Omaha and back at the rate of $5 per man. This is denied, though no question has been raised that a round trip rate of about $8 secured the business. All of the roads, it is claimed, are making round trip rates for organized bodies of about $8. In addition free tickets are given, free berths, free accommodations at the exposition city, free shaves, free baths and free tickets to the exposition. The demoralization has not yet reached the free chromo state, but it is expected to before Friday.

"The Sebastian form of round trip excursion ticket saved to the Omaha-Colorado lines recently just $4,352. The leading feature of this ticket is that the return portion is not given to the purchaser, but is forwarded by the selling agent to the agent at destination, there to be claimed by the owner. For Colorado day at the exposition a rate less than the one-way fare was made for the round trip. When the limit of the tickets had expired it was found that 256 return portions of round trip tickets never had been claimed by the purchasers. This means that that number of people simply took advantage of the low rates to go one way. Had the old form of tickets been used these return portions would have been sold to scalpers, and the railroads would have lost 256 regular passengers on tickets sold for $17 each."

OMAHA AS A TERMINAL POINT.

Sioux City Man Explains Some Recent Railroad Deals.

SIOUX CITY, Sept. 26.—(Special.)—A corps of Illinois Central engineers is said to be going over the line of the proposed route between Fort Dodge and Omaha, and there is small doubt remaining in the minds of the local railroad officials that this much talked of extension is to be built at last. The probable effect such a connection would have on Sioux City and the north and south lines running through Sioux City is being given serious consideration in railroad circles.

"A study of the situation," said a well informed railroad man, "will convince anyone that this proposed extension of the Central will do no good to Sioux City. In the first place, why will the Central build into Omaha? It certainly does not expect to tap rich territory, and it is not looking for business from the roads west of the Missouri, which have eastern connections. This extension is not to be built by the Illinois Central company for the purpose of tapping Omaha for its main line. No, that is not the reason. The Illinois Central is shrewdly going after the north and south business. The distance from Omaha to St. Paul and Minneapolis by way of Fort Dodge and the Minneapolis & St. Louis will be seventy-eight miles shorter than it is by any of the present roads. The Illinois Central is interested in the Minneapolis & St. Louis line and with an extension from Fort Dodge to Omaha will have a route that will prove a formidable rival of the old established lines in the Missouri valley. It will divert shipments from Sioux City roads.

RATES FOR AK-SAR-BEN WEEK.

Local Lines Announce What They Will Do for the King This Year.

The Omaha terminal lines have agreed on reduced rates to this city on account of the autumnal festivities of the Knights of Ak-Sar-Ben. The rates are regarded as very fair though they are not so low as was expected by some. Near-by points will secure a rate of one fare for the round trip, and points in the western part of Nebraska will enjoy a rate of 1 cent a mile.

From stations from which the one way fare to Omaha is $6 or less, the rate will be one fare for the round trip, with a minimum excursion rate of $1. Tickets will be sold on October 3, 4, 5 and 6, with the final return limit of five days from date of sale.

From points in this state beyond the region where the one-way fare to Omaha is $6 or less, the rate will be 1 cent per mile in each direction. This will bring the rate from western Nebraska points down to a scale almost as low as the $5 blanket rate that has been offered during previous Ak-Sar-Ben festivities for the round trip to Omaha.

Tickets will go on sale one day before the first Ak-Sar-Ben parade. The Ak-Sar-Ben parade on the evening of October 4 will inaugurate the festivities. The following day will be left open for exposition attractions. On October 6 will occur the grand electrical parade, and the coronation ball will be held on the evening of October 7. The five days' limit on all tickets will give the visitors an opportunity to see all the festivities and then spend some time here.

FREIGHT RATES NOT STABLE.

Local Association Finds the Outlook is Far from Being Satisfactory.

The local freight association was in session just five minutes yesterday morning. Scarcely any business except the calling of the roll was transacted. The brief session is not indicative of an ideal situation in freight rates, for the freight men themselves say that rates are anything but firm. The restoration made on August 25 has not been maintained.

The cut in grain rates announced by the Santa Fe railroad was anticipated. According to freight men, the cut is made in the hope of improving the situation. It is believed there is no better way of getting rid of secretly reduced rates than to publicly put the same into effect. The cut has not been met by any of the grain carrying lines through Omaha, or at least no such action has been announced by any of them. The Santa Fe's cut extends to the eastward and to the southward, the system having terminals in Chicago and Galveston. The effect on local roads is expected to be shown within the next few days.

It is given out that Utah rates, which have been in bad shape for some time, will go back to tariff this week. No attempt has been made to fix up the situation east of here. For a time following the general orders to restore all freight rates to tariff rates to Chicago and to Mississippi river points were maintained by all lines, but the bars are down now and the local freight men see no immediate prospect of their being put up again.

Crosby Succeeds Harris.

The Railway Age announces that F. V. S. Crosby has been chosen treasurer of the Union Pacific to succeed James G. Harris, resigned. The appointment was not given to the newspapers. Crosby has been acting as treasurer during the recent illness of Harris, and has had the title of assistant treasurer. His headquarters are at Boston.

Railroad Notes and Personals.

The members of the Mexican band left for their native country last evening. They will occupy a special car on the Rock Island's train to Fort Worth, Tex.

General Passenger Agent Lomax of the Union Pacific has returned from a trip to New York. He says the New York Central is about the only line in the east that is pushing the exposition.

There was a conference of the western lines at Elkhorn headquarters yesterday morning to consider reduced rates to Omaha on account of Denver day at the exposition, October 20.

John H. Harte, Bassett & Percival, A. W. Phelps & Son, Walter Peterson, Rochford & Gould and A. Rosenberry are the names of the Omaha builders who have submitted bids for the new union passenger station to be built in this city. There are also five bidders from Chicago, one from Denver and one from Cedar Rapids. The bids were opened in Chicago yesterday by the architects.

To Save Doctor's Bills
Use "Garland" Stoves and Ranges.

SETTLE SOME PENDING CASES

Judge Munger Expects to Decide Several He Has Had Under Advisement for Some Time.

Judge Munger expects to dispose of a number of cases during the week which have been submitted to him, that he may be unencumbered by outside matters when the October term of the United States court begins at Lincoln next Monday. Many of these are of minor importance, but one is of particular interest to Omaha, being the suit brought by the city against the Pullman Palace Car company to recover taxes.

The suit brought by the government to dissolve the South Omaha Live Stock exchange will not be passed upon at present, as an identical case, the one against the Kansas City exchange, has been presented to the United States supreme court, and Judge Munger will wait for that court to announce its decision, which he thinks will be when the court resumes its session next month.

In the injunction case against the managers of the Stock Yards company to prevent them from putting in force the rates established by the rate bill passed by the last legislature, all that part of the temporary restraining order issued some time ago has been set aside except such as bears upon the yardage charges. The rates for feeding now charged are in accord with the provisions of the bill, and as there seem to be kicks coming on the yardage charge, no further step at litigation in the suit are looked for.

Federal Building Notes.

Peter Schwick of Rushville has been brought to Omaha to answer to the government on a charge of selling liquor to Indians.

Superintendent John Latenser of the new government building has been ordered to go to Lincoln and Beatrice to inspect the government buildings at those places.

The bell for the clock in the new postoffice building tower has been successfully raised to the ledge at the second floor of the building, and the pulleys and tackle have been put in place to raise it to its permanent position in the tower.

Chronic Diarrhoea Cured.

This is to certify that I have had chronic diarrhoea ever since the war. I got so weak I could hardly walk or do anything. One bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy cured me sound and well.—J. R. Gibbs, Fincastle, Va.

The Trocadero.

The continued success of the popular Trocadero has made it possible for the management to offer a line of attractions second to none in the United States, with the brightest and best stars of the vaudeville profession. At each performance will appear: Howard and Alton, travesty stars, in a nautical flirtation; Ada Hulmes, descriptive vocalist; Powers and Theobald, comedy sketch artists; Mr. Robert Myers, violin virtuoso; Castellat and Hall, novel comedy acrobatic act; Frank C. Comar, the Adonis of the swinging wire; Mlle. Chester, living statues; the Morillo Troupe, acrobatic novelties, and engagement extraordinary of Smith and Fuller, the musical inventors.

Prof. Chatelain has reopened his school for French, Spanish and German at room 301 Boyd's theater. Day and evening class. Terms, $2 a month.

Visitors to the Exposition

Are cordially invited to inspect the exhibition car of the Chicago, Milwaukee & St. Paul railway. The car stands just north of the Transportation building.

F. C. Johnson's cider mill, exposition grounds. Sweet cider, 5c a glass.

MAGNIFICENT TRAINS.

Omaha to Chicago.

The Chicago, Milwaukee & St. Paul railway has just placed in service two magnificent electric lighted trains between Omaha and Chicago, leaving Omaha daily at 5:45 p. m., arriving Chicago at 8:25 a. m. and leaving Chicago 8:15 p. m. and arriving Omaha 8:20 a. m. Each train is lighted throughout by electricity, has buffet smoking cars, drawing room sleeping cars, dining cars and reclining chair cars and runs over the shortest line and smoothest roadbed between the two cities.

Ticket office, 1504 Farnam street and at Union depot.

YOU CANNOT DO ANYTHING ELSE

If You Want to Go East

except take the "Northwestern Line" if you desire a fast daylight trip between Omaha and Chicago, because no other line runs a daylight train. Leave Omaha 6:40 a. m., arrive Chicago 8:15 same evening. Close connection with eastern lines. A good train? Emphatically YES.

City office, 1401 Farnam.

MAGNIFICENT TRAINS

To All Principal Western Points Via Union Pacific.

TWO trains daily, 4:35 p. m. and 11:55 p. m. for
Denver and Colorado points.
TWO trains daily, 8:50 a. m. and 4:35 p. m. for
Utah and California points.
ONE train daily, 4:35 p. m. for
Utah, Idaho, Montana and Oregon points.

For full information call at City Ticket office, 1302 Farnam St.

NOTE THE HALF RATE

Via the Port Arthur Route.

Kansas City and return, October 2 to 8. Pittsburg, Pa., and return, October 7 to 10. Home Seekers' excursions, October 4 and 18. Fare and one-third round trip to St. Louis, on sale every Tuesday and Thursday until October 29. For all information call at Port Arthur Route office, 1415 Farnam street (Paxton Hotel block), or write Harry E. Moores, C. P. and T. A., Omaha, Neb.

The Only Railroad to Chicago

With a daylight train. Leave Omaha 6:40 a. m. every day, arriving Chicago the same evening at 8:15, when close connections are made with all lines beyond. This train is 50 years ahead of the times and is proving immensely popular with Omaha people. Other flying trains leave for Chicago at 4:55 and 6:55 p. m. daily. City ticket office, 1401 Farnam St.,
"The Northwestern Line."

In making mention of Midway places of amusement in Sunday morning's Bee the reporter unintentionally wrote the name of Harry Blitz as the new manager of the "Olympia," formerly the "Casino" theater instead of Barney Nathan. Under Mr. Nathan's management the "Olympia" will have a bran new dress, and with his experience as an old theatrical manager success is sure to follow.

Cheap Tickets to Pittsburg

will be on sale via Pennsylvania Short Lines for Knights Templar conclave early in October. Find out about low rates, etc., by addressing H. R. Dering, A. G. P. Agt., 248 South Clark street, Chicago.

Excursion by Moonlight.

Don't miss the opportunity. It lasts but a few nights. The moonlight is charming and the dancing delightful on the steamboat.

The Grand court of the Exposition is wonderfully beautified at night. No picture of it is so good as The Bee photogravure. Stop at The Bee office for one and some others. Three for ten cents.

Burlington Route

Every Tuesday and Friday . . .

The Burlington Route will sell tickets to points in Nebraska at rate of ONE FARE for the round trip from Omaha.

Minimum rate, $3. Tickets good to return any time within 10 days. Stopovers allowed on going trip.

Ticket Office: 1502 Farnam St. Telephone 250.

New Depot: 10th & Mason Sts. Telephone 128.

TERMINAL COMPANY'S MOVE

Manager Webster Says His Company Asks the Right of Way Alone.

PROPERTY OWNERS DEMAND EXPLANATION

Request for Right to Close Streets in the Third Ward Brings Out a Number of People Who Want to Know.

A score and more of property owners who possess real estate along the right of way that the East Omaha Bridge and Terminal company desires to secure from Fourteenth and Webster street to Eighth and Capitol avenue were present at the meeting of the committee of the whole of the city council yesterday afternoon to insist that certain restrictions should be put into the proposed franchise. This matter consumed the greatest portion of the meeting.

Among those who were present were the following: James Creighton, Anton Gzantner, Thomas Swift, Tim Kelly, John Lucas, Pat Ford, Tim Moriarity, James Callahan, J. J. O'Connor, Orville Smith, Abe Smith and Abe Reed. They one and all were emphatic in their desire that the company should declare its purposes before the franchise and the right of way is given. The company was represented at the meeting by John R. Webster, who had on hand a plan of the proposed tracks.

There were a variety of objections to the ordinance granting the right of way, as at present framed, advanced by the property owners. The most pertinent was that the terminal company was not prepared to pay them what they considered a fair valuation for their property and if they did not accept what was offered they were exposed to the danger of having their property rendered worthless. As one of them said: "We want an assurance that this company really means business and that it is not buying the land for some railroad that is seeking admission with the purpose of building in an indefinite future. We do not want to have the right of way given and then have no advantage taken of it, our property in the meantime being under option so that we cannot dispose of it. Again, too, under the present ordinance, it would be possible for the company to refuse to pay a fair price for the land and to purchase to one side, throwing our property in the midst of railroad tracks so that it would not be worth anything."

Suspicious of Another Road.

The general impression appeared to be that the Terminal company is simply acting as the agent of some railroad, such as the Chicago Great Western or the Illinois Central. If this were the case and the road were given the right of way down Fourteenth street from the north to Webster, it is insisted that the only inlet for any other road from the north would be barred.

"It would be another case of the Belt line," said Orville Smith. Right of way for this line was secured on the representation that a road would be built about the city which could be used by all the roads. When the route was secured, however, it was found that Jay Gould was behind the scheme and the Belt Line is now but a side track for the Missouri Pacific."

Mr. Webster of the Terminal company, however, insisted that there is nothing of the kind proposed. He said: "We are intending to build these tracks ourselves. We are not building for the Chicago Great Western nor for the Illinois Central nor for any other road, popular belief to the contrary. We propose to let any road that we can secure to come in over our tracks and the more the number the better for us. We have spent more money than would be needed to construct a line of railroad from Omaha to Fort Dodge and we propose to spend still more in public improvements."

One of the proposed amendments, therefore, will be that use of the tracks will be allowed to any railroad companies that want to come in. It was also insisted that a provision must be incorporated in the ordinance to the effect that the construction of the road must be commenced within a year or the right of way be forfeited. The purpose of this is to prevent the company from hanging on the right of way with the object of preventing any other railroad from entering Omaha along the route. It was pointed out that the road might not build a track for a dozen years and yet retain the right of way under the present ordinance.

Wants a Time Limit.

Another amendment to be put into the ordinance is a requirement that within a reasonable time, perhaps three months, the company shall present and place on file with the city a plan showing over what ground it proposes to lay its tracks. At present under the ordinance the right of way is two blocks wide. Under the latter the company would secure an option on all property within the width of two blocks. It might be possible for it, if it could not secure the land at its price, to lay the tracks along the west end of the right of way and put the lots to the east in such a position between its own tracks and the tracks of the Missouri Pacific that they would be worthless.

Another amendment will provide that if warehouses are constructed along the tracks the company will not only build such side tracks as are needed but will also permit other roads to put in side tracks. Finally, City Engineer Rosewater recommended an amendment providing that the right should be reserved to the city to lay water, gas and sewer pipes under the tracks and that the company shall have the crossings properly lighted with electric lights.

Mr. Webster agreed to all these amendments and he also made a proposition that in cases where there is a difference between the price that the owner wanted for his lots and the price that the company was willing to give, a compromise price should be settled upon by a committee or board of arbitration made up of a member appointed by the property owner, another by the company and a third to be selected by the two.

These were the main amendments that are desired by the property owners. They, as well as others to be suggested, will be incorporated in an ordinance to be drawn up by a committee consisting of Councilman Bechel, City Engineer Rosewater, City Attorney Connell, Mr. Webster of the terminal company and Messrs. J. J. O'Connor, Abe Reed and James C. Creighton of the property owners. The committee will hold a meeting in the council chamber this afternoon at 2 o'clock.

Will Vote on Bonds.

This railroad matter consumed so much time that few other things were considered by the committee. It was decided, however, to pass the ordinance providing for the presentation to the people at the coming election of a proposition to vote $50,000 sewer bonds and $50,000 paving bonds. City Engineer Rosewater pointed out that there is no money in the intersection fund with which intersection paving or other paving that the city might want could be paid for. He also stated that there are some twenty or thirty miles of brick sewers in the 120-mile sewer system of the city that must be repaired in the very near future. Other money will be wanted for extending some of the main sewers, for example, to the district about Thirtieth and Bristol streets, where so much damage was recently done by rain on account of a lack of a sewer.

The ordinance that authorized the city to offer to the citizens a proposition to vote $200,000 bonds for the erection of a market house was laid over for one week. The barbers' ordinance, as reported last meeting, will be passed. It contains a minimum as well as a maximum scale of prices for tonsorial work.

The council adjourned in order to examine the new city jail, which is to be occupied this week.

Appointing Registrars.

The city councilmen are busy in preparing lists of registrars for their various wards, to serve on registration day. The city charter provides that the appointments must be made by the council this month. This evening's meeting is the last one of September and unless the appointments are made at that time a special meeting must be held during the week.

There are very nearly 200 registrars to be appointed. From the council their names will go to the mayor and they will be notified to visit the latter for examination. Those who pass this examination properly will be reported back to the council with the approval of the mayor. Each of the registrars draws $3 a day salary for the three days of registration, making the total expense to the city nearly $1,800.

Mortality Statistics.

The following births and deaths were reported to the health commissioner during the twenty-four hours ending at noon yesterday:

Births—Oscar Carlson, Thirty-sixth and Charles, boy; Andrew Christianson, East Omaha, girl; William Spencer, Thirty-fourth and Howard, girl; J. Soka, Twenty-seventh and Walnut, girl; Della Howland, 514 Woolworth, boy; Anton Sklinski, Twenty-fifth and Hickory, boy.

Deaths—C. J. Johnson, Twenty-sixth and Marcy, 38 years; William Rooney, 1112 Cass, 18 years, gun shot wound.

Building the Grandstand.

The construction of the stand about the city hall, where King Sampson of the Knights of Ak-Sar-Ben will be welcomed to the city by the city officials and presented with the keys of Omaha, was commenced yesterday. The city officials will pay the cost of the stand by private subscription. Accommodations will be provided for several hundred people.

Dining Car Service To
ST. PAUL, MINNEAPOLIS,
via
C., ST. P., M. & O. RAILWAY,
THE NORTHWESTERN LINE,
Leaving Webster Street depot 6 p. m. daily.
City office, 1401 Farnam street.

Exhibitors wishing photographs and line cuts of their exhibits published may procure them by calling upon J. F. Knapp, agent Omaha Bee, southwest corner Manufactures building.

Special Sale of Furniture.

CHAS. SHIVERICK & CO.,
12th and Douglas.

We still have left a few of our SPECIAL IRON BEDS at $1.00 and the sale of them for the past week has been enormous. We also have 100 other patterns of brass and iron beds on the floor, at the lowest prices ever quoted by us or any other house in this city.

We would call special attention to our ODD DRESSERS, in mahogany, curley birch, birds'-eye maple and golden oak. These prices are reduced from 30 to 50 per cent from the regular prices.

Special prices on our entire stock and every piece marked in PLAIN FIGURES so you can see for yourself.

Anticipate your wants and buy now, as the prices are much lower than at any time heretofore.

Iron Beds at $1.00.
CHAS. SHIVERICK & CO.,
12th and Douglas. (Next Millard Hotel.)

ALL PEOPLE WANT GOOD HEALTH.

You may have a course of medical treatment for
CURABLE DISEASES
of all kinds at the
Shepard Medical Institute
New York Life Bldg., Omaha, Neb.

SPECIALTIES: Catarrh, Deafness and all Diseases of the Lungs, Stomach, Kidneys, Nerves and Blood. Reference, by permission, to 4,000 cured patients. The largest medical offices and practice in the west. The Omaha Bee, leading daily, says: "The Shepard Medical Institute is entirely reliable in a professional and business way. Dr. Shepard and his associates have gained and fully maintained a leading reputation in the treatment of chronic diseases. The public may safely trust them."

WRITE For testimonials from ministers, teachers, business men, farmers, etc., telling how they were cured at home through the Mail System.

BOOK—"The New Treatment; How It Cures," is sent free to all who write. It is a clean medical work for the whole family to read and is of great value to all who seek better health. Book and Consultation Blanks sent free to all inquirers. Medicines sent everywhere. State your case and send for opinion and lowest terms. Charges low. Consultation free, personally or by letter.

Mention This Paper.

By Permission

OMAHA, Neb., Sept. 22, 1898.
Messrs. Sherman & McConnell,
Druggists, City.

Gentlemen: I have been looking for a satisfactory shampoo for a long time and take pleasure in stating that I have at last found it in SHERMAN'S LAVENDER SHAMPOO CREAM. It is all that could be desired. Respectfully yours,
LOUISE GRINNELL,
Chief Clerk Midland Life Ins. Co.

Referring to Miss Grinnell's letter—will say it is only one of hundreds we have in our possession—all stating in unqualified terms that SHERMAN'S LAVENDER SHAMPOO CREAM is the best article known for keeping the hair and scalp clean. It's inexpensive and pleasant to use. Sold in 25c and 50c jars by

Sherman & McConnell Drug Co
1513 DODGE ST., OMAHA.

Are you

A stranger in Omaha? Do you want to buy goods? Do you want to spend your money in reliable places or do you want to spend it where somebody gives you a good smooth talk and where things are "fixed" so as to look better than they really are? There are plenty of snide places that look all right on the outside, that have goods marked away down low in the windows, that have a nice pleasant talking man outside the door or on the street corner who is paid for meeting people.

From the country

and giving them advice where to spend their money and who never makes the mistake of sending them to a place where they pay no commissions or where there isn't a "divvy" in it for him. Don't be advised by any pullers-in. There are plenty of reputable stores in Omaha who do business on the square and who wont take advantage of you, but they have no sidewalk "agents" or no "cappers" or "pullers," or "confidential salesmen" on the outside. The Nebraska is a reputable store. This week we are making special efforts to show our friends from the country how much cheaper we can sell goods than they are accustomed to and in order to drive the fact home we put on sale this morning two great lines of men's all wool suits at five dollars a suit that are as good as you can buy in your town for ten.

Nebraska Clothing Co
FARNAM & 15TH

Men's Clothing HAYDEN
Made to Look and to Last.

We put on sale in the big clothing department 425 Men All Wool Suits—fancy linings, panel backs—suits that you would pay $8.50 and $9.00 for in some stores—here at..... **$5.00**

You can pick the cloth in pieces thread by thread and you will find it all wool; examine the tailoring, the finishing, the sewing, the staying of the pockets and the seams, and you will find them unsurpassed—try them on and you will find a perfect fit—buy one and it will give you satisfaction. The price is only $5.00 here.

Some Omaha stores are selling Tricot Worsted Suits at $12.50. Advertising them, bragging about them. They ARE good suits. We bought 600 of them and they are on sale here now, only the price is **$7.50** instead of $12.50. Any man who wants a suit and wants to be just to himself should see these. They are stylishly tailored in all the new cuts, put together, lined, fitted and finished by experts; good looking, shape holding, well wearing suits; and the price here is $7.50 instead of $12.50.

Stylish and Comfortable Top Coats.

There is no more popular garment than the top coat. It is dressy and "just right" for the long falls and springs for which Nebraska is famous. We can give you a rare opportunity to buy one at about half value. A thoroughly up-to-date tailor made them; they are right in every particular. He finished them, however, about a month after they were to be delivered, and the coats were refused. To get some of his money out of them and dispose of them at once, he sold them to us. They come in two shades of light brown covert, French faced, Italian lining, and have never been sold at less than $10.00. While this lot lasts you can buy one for **$4.75**. Good values in the finest makes of top coats at $7.50, 9.50, 10.00, 12.50 and 15.00.

HAYDEN BROS.
Selling the Most Clothing in Omaha.

AUCTION

The tremendious crowds that daily attend the C. S. Raymond auction sale, is not to be wondered at when you consider Mr. Raymond's reputation as a reliable Omaha business man and the immense variety of fine jewelry now being sold at a fraction of the regular selling prices—this is the one opportunity of securing Diamonds, Watches, Clocks, Cut Glass, Bricabrac, Silverware, Umbrellas, etc., at a great bargain.

Corner Douglas and Fifteenth.
Sales: Daily at 10 a. m. and 7:30 p. m.
P. J. Burroughs, Auctioneer.

TEETH EXTRACTED 25 CENTS.
PAINLESS EXTRACTION
DR. MASON, DENTIST
4th Floor Brown Blk., 16th and Douglas
Gold Alloy Filling.....$1.00
Gold Filling.....$1.00 and up
Gold Crowns.....$5.00
Set Teeth.....$5.00
Best Teeth.....$7.50

Rat Cheese
For Rats, Mice, Roaches and Other Vermin

IT'S A KILLER
After eating, all vermin seek water and then die. Hence this killer is the most cleanly on earth.
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