ICE TAKES OUT THE BRIDGE

Missouri Pacific Structure Over the Platte River Destroyed.

REBUILDING IS TO BEGIN AT ONCE

In the Meantime Trains Will Be Operated Over the Old Line Running by Way of Weeping Water.

Breaking up of the ice in the rivers has brought the first material damage to the Missouri Pacific road. The north section of the bridge across the Platte river between Plattsmouth and LaPlatte went out yesterday morning. It was due entirely to the heavy movement of the ice which has accumulated in the river during the winter. The bridge building crew was sent from Atchison, Kan., at once to rebuild the break, and it is expected by the officers of the road that the damage will be repaired to permit the regular running of trains inside of two days.

A passenger who came in on the train from the south said he felt the bridge sag as the train crossed the structure. He thought the train was off the track at the time, but as it continued on its journey, concluded there must have been some other cause for the sensation he experienced. When he heard that the bridge had gone out he at once concluded its weakened condition began to manifest itself when his train crossed.

The Missouri Pacific company has had more or less trouble with this bridge from the day it was built, every time there was high water or heavy ice flowing. A few years ago a man was drowned there while engaged in protecting the structure from the enormous cakes of ice which threatened it. It is a pile bridge, and its stability is threatened by the uncertain position of the current of the river and the unreliable bed of the stream.

The officials of the road are congratulating themselves that the break in the bridge was discovered in time to prevent any wreck to the trains of the line. No. 1, which is due here at 6 a. m., was due at the bridge about 5 o'clock, an hour which, with the character of the weather prevailing, would ordinarily have prevented discovery of the dangerous condition. It was found in time, however, to warn all trains, and pending the rebuilding of the bridge trains will be operated through Union and Weeping Water along the old main line.

UNION PACIFIC FIXES AGE LIMIT.

Men Over Forty Years Are Barred as a Rule.

Any one thinking of applying at the Union Pacific headquarters for a position in any department of the road must first make sure of his age. Age limit is one of the strictest rules in force on the road under the present management. A few days ago a resident of Omaha applied at the auditor's office for a position. There were two vacancies there. He was qualified for either of them, and had recommendations from many of the leading wholesalers and shippers in the city. He seemed to satisfy every requirement made at the office, and felt he was to be given one of the places, when he was asked his age. He was a year or so past 40, and was informed this was an insurmountable bar to his employment.

Inquiries at headquarters developed the fact that this rule prevails everywhere on the system, but is more strictly applied in the auditor's office. In other departments it is generally applied, but occasional exceptions are made in extraordinary cases. One of the officers in defending the rule said it requires from eight to twelve years for a man to equip himself in almost any branch of railroad work. After becoming proficient the company is entitled to some years more of his service in return for preparing him for the work. "When a man begins service at 40 years or past," said this official, "he is well up in the 50s before it can be said he is a capable railroad man, and another rule in force there, retiring a man when he reaches the age of 60, places the company in the position of educating the employe only to discharge him when he becomes of value to the road."

MANY MILLIONS FOR IMPROVEMENTS

Union Pacific Sets Aside Money that is to Be Expended.

For permanent improvements along the line of the Union Pacific road the directors of the company a few days ago set aside the sum of $9,000,000. So far as can be learned here this money will all be expended in work which has already been contracted for. It is simply a provision for taking care of contracts previously let to meet necessities which required prompt action. For instance a large part of the money will go to pay for the new depot which is building in Omaha and the securing of additional terminal facilities needed to accommodate such new lines as may desire to use that depot.

Other portions of the money will go to pay for the large order for new equipment ordered a few weeks ago, and which is now being built for the road. Still a much larger portion of it will be used in rebuilding the Julesburg branch in Colorado, which was recently purchased from the Colorado Southern. The rest of the money will be used in a similar way in carrying out plans already arranged for, and the appropriation of the $9,000,000 does in no way indicate any quantity of new work which has not previously been announced to the public.

STOCKHOLDERS ELECT OFFICERS.

Year's Business of Missouri Pacific-Iron Mountain Road Transacted.

ST. LOUIS, March 14.—The annual meeting of the stockholders of the Missouri Pacific, Iron Mountain and Southern Railroad companies was held here at noon today. There were represented, in person and by proxy, 356,143 shares of stock of the Missouri Pacific, being over 75 per cent of the total. Of the Iron Mountain 257,779½ shares, practically the entire outstanding stock, was represented in person or by proxy. For the St. Louis, Iron Mountain & Southern railway the following directors were elected: George J. Gould, Russell Sage, G. C. W. Lowrey, John T. Terry, Henry Whelan, A. L. Hopkins, Henry Marquand, R. M. Gallaway, Howard Gould, Frank Jay Gould, R. J. Lackland, C. G. Warner, W. H. Thompson.

The following were elected directors of the Missouri Pacific company: George J. Gould, Russell Sage, Edwin Gould, Louis Fitzgerald, John P. Munn, John G. Moore, Howard Gould, Samuel Sloan, D. D. Parmley, Thomas T. Eckert, S. H. H. Clark, C. G. Warner, D. K. Ferguson. The annual report, covering operations during 1898, with comparisons with the year previous, was presented. Briefly it showed: Gross earnings $26,744,822, increase $1,939,731; operating expenses $19,172,568, increase $1,718,456; net earnings, $7,572,254; total income, $8,407,689; charges against income, $7,227,790; surplus, $1,179,899.

STATEMENT OF THE OMAHA ROAD.

Increases Shown in Earning and Operating Expenses.

NEW YORK, March 14.—The annual report of the Chicago, St. Paul, Minneapolis & Omaha Railway company for the fiscal year ended December 31, 1898, shows:

	Amount.	Increase.
Gross earnings	2,559,993	$93,799
Operating expenses	6,060,863	354,116
Net earnings	3,499,429	584,683
Interest and rental	1,566,375	.....
Net income	1,994,055	604,804
Improvements	420,173	.....
Dividends	1,437,261	.....

The increase in the balance is $184,613. The decrease of surplus dividends is $93,660. The amount of surplus is $136,621.

The item in the income account for improvement fund of $420,173 appropriated by the Board of Directors has not appeared heretofore, but has been included in the operating expenses.

The dividends on the common stock were increased 1½ per cent, or $278,291 over those of last year.

There were 20,238 acres of land disposed of from the several grants and 382,411 acres remain unsold. The net income from all the grants was $30,360. The general balance sheet of December 31 shows general assets and property, $6,679,789; cash on hand, $2,953,834.

Advertised in Other Lands.

As an indication of the extensive use of printer's ink by railroads to properly place their equipment and conveniences before the public, a case in point has been found at the Union Pacific headquarters. The passenger department of the road has received several copies of papers published in Australia in which the praises of the Overland system were sung in the peculiar typographical style of the English press. In the Melbourne Age there was a reading notice calling attention to the extraordinary offer of a through ticket for a trip around the world by the agencies of certain steamship lines, the Central Pacific, Union Pacific and Northwestern lines and their connections. Some of the language used in reference to these roads has become so familiar with the reading public in this country as to be a trade mark, and is quickly recognized in the advertisements published in Australia. The advertising was contracted for by the Union Pacific's agent at Hong Kong.

Service Considered Too Expensive.

There is no immediate prospect that the local service between Omaha and South Omaha over the Missouri Pacific will be established. Residents of this city who work in South Omaha petitioned the road a few weeks ago to put on a train which would accommodate them in going to and from their work. The petition was sent to the superintendent at Atchison, and the report has just been returned from there that the service desired would be too expensive for the company to inaugurate. It was estimated that it would cost about $600 a month to operate such trains, and the company could not see adequate returns in prospect. Some of those who advocated the service are now endeavoring to convince the management of the road that no such expense would be incurred in utilizing the switch engines which are constantly plying between the two cities, but this effort is probably destined to fail.

Many Going to Port Arthur.

Local officers of the Port Arthur route have assurances there will be a generous turnout of Omaha people on the road's excursion to Port Arthur next week to attend the celebration of the opening of the Port Arthur canal. By the terms made all passengers from this city will be carried to Kansas City and return free of expense, provided they buy a ticket from Kansas City to Port Arthur and return at the rate of $15 for the round trip. The local officers are putting forth every effort to have a good showing from this end of the line, and are encouraged by the outlook. It is possible enough may be secured to warrant the company running a special train from here for their accommodation. Passengers may leave either on the morning or evening train next Tuesday, leaving Kansas City for the south the following day.

Pictures of Nebraska Farms.

In the March issue of the Corn Belt, a publication fathered by the passenger department of the Burlington, there appears a number of clearly printed illustrations of farm scenes in Nebraska. The title page is taken up by a picture of a cattle feeding lot in Furnas county, with a thick growth of trees in the background. Another scene is an alfalfa farm in Furnas county, an ice cutting scene in the same county, a farm house in Harlan county, a creamery in the southern part of the state, a farm home scene in Phelps county, showing the rapid growth of trees and foliage, and orchards under the Campbell system of soil culture. Kansas also receives some attention in this number, as well as some other localities along the line of the Burlington, but the March issue may properly be said to be a Nebraska number.

Short Meeting of Stockholders.

PHILADELPHIA, March 14.—The annual meeting of the stockholders of the Pennsylvania railroad was held today, the session consuming three minutes, the shortest meeting on record. General Louis Wagner was elected chairman and Colonel J. O. Simms, secretary. The annual report of the president and board of directors, which has already been published, was adopted without being read. A resolution was offered that the chairman appoint a committee of seven stockholders to recommend, after conferring with the president, a ticket for directors, to be voted by the stockholders at the next meeting. The meeting then adjourned. The election of directors will take place on Tuesday, March 28.

Investigating Iowa Rates.

CHICAGO, March 14.—The Interstate Commerce commission today continued investigation of the charges against the railroads of discriminating against Chicago and other Illinois points in western transmissisippi rates on grain for export. A number of railroad and board of trade men testified. On behalf of the railroads it was urged that the low rates from Iowa were necessary for the railroads to get business. The Board of Trade men said the discrimination prevented them from shipping grain for export; that the elevators were filled with grain awaiting the opening of navigation before they could compete with the Iowa points.

Meeting of Passenger Association.

ST. LOUIS, March 14.—An adjourned meeting of the Western Passenger association is in session at the Southern hotel with B. D. Caldwell in the chair. There are a number of subjects on the docket for consideration. The most important of these are the large gatherings which will take place this spring and summer, and for which reduced fares are asked. Perhaps the most important matter to engage the attention of the members is the $25 rate to Portland recently made by the Northern Pacific, which is likely to cause disruption of California rates.

Bought in by the Company.

Sherman R. Day of St. Paul, special master of the United States circuit court, has returned to Omaha from a trip through the west, selling the land of the Union Pacific railroad under the sinking fund mortgage. He reported better weather for the sales than he experienced in Omaha. The Union Pacific was the purchaser of all the property in each of the other states, and no protests were filed in any of the sales except that held in this city. Mr. Day has filed his reports with Judge Sanborn, and it will be decided within a day or two when the matter of confirmation will be brought up before the court. Lawrence Greer, attorney for the Union Trust company of New York, trustee for the sinking fund mortgage; G. M. Lambertson of Lincoln, attorney for the receivers of the Union Pacific road, and W. R. Kelly, general solicitor for the Union Pacific, held a consultation today upon the matter of confirmation.

Brice's Road Abandoned.

YOUNGSTOWN, O., March 14.—It is stated here that the project of constructing the Cleveland & Newcastle railroad, which was planned by the late Senator Brice, has been given up and the line may not be built. The company has sold some of its city real estate here to a local lumber company.

Railway Notes and Personals.

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

F. H. Barnes, city passenger agent for the Rock Island at Lincoln, is an Omaha visitor.

J. J. McCarthy of Chicago, general western passenger agent for the Lake Shore, is in Omaha.

Howard S. Abbott, special master in Union Pacific cases, has returned from a trip to the west, having accompanied the court officials engaged in selling Union Pacific land.

J. H. Butler and J. F. Hartzell, both of Kansas City, and traveling freight agents respectively of the Nashville, Chattanooga & St. Louis and the Louisville & Nashville, are doing the city together.

J. W. Bruner of Kansas City, general immigration agent for the Port Arthur, is in Omaha assisting the local agents of the road in working up an interest in the Port Arthur excursion next week.

E. V. Babcock of Pittsburg, Pa., accompanied by a party of fifteen, are in Omaha. They travel in a private car and came from the west a few days ago. Monday they went to Sioux City and yesterday left over the Burlington for St. Louis.

S. A. Hutchison, assistant general passenger agent for the Union Pacific, and J. Francis, general passenger agent for the Burlington, have gone to St. Louis to attend the meeting of western passenger men, which will spend more time considering rates to the Pacific coast, both north and south.

A distinguished party of Milwaukee officials were visiting in Omaha yesterday. It embraced W. G. Collins, general manager; H. R. Williams, general superintendent; C. A. Goodnow, assistant general superintendent, all of Chicago, and J. F. Gibson, division superintendent, of Marion, Ia. The officers are on a tour of inspection of the line. They came in from the south and left last night for the east.

KRAUSE LOSES HIS WEALTH

Pays Out More Money on a Check Than the Document Calls For.

Hans Krause, 623 North Sixteenth street, complained to the police Tuesday that he had been fleeced out of $36 by Charles Coburn, a fireman on the Chicago, St. Paul, Minneapolis & Omaha road. Coburn, according to the story related by Krause, entered his saloon and requested him to cash a check for $37.70. After this was given him, he said he had another check for $40 which he would like to have the money on while he was at it. Mr. Krause consented and gave him $40 without looking at the check, which he put away.

When the checks were sent to the bank, he found that he was $36 short. A friend who had been present when Krause cashed the checks for Coburn came to him a little later and asked him if he had not lost some money. He said he had and the friend related the circumstances of the cashing of the checks and said he observed at the time that the last check was for $4 instead of for $40, as claimed by Coburn. Now the police are studying whether or not they can prove Coburn guilty of obtaining money under false pretenses. The check for $4 was good for that amount, Krause having paid Coburn the $40 on his statement without examining the face of the check.

Dr. Bull's Cough Syrup is used by the best people in the land. It cures at once hoarseness and throat affections. Price 25c.

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 6:15 p. m. and arriving Omaha 8:20 a. m. Each train is lighted thoroughly 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.

Free Tickets.

TO KANSAS CITY AND RETURN for all those who join the PORT ARTHUR EXCURSION. Leaving Omaha 6:50 a. m. and 4:50 p. m., March 21st. Leaving Kansas City March 22d. Round trip rate from KANSAS CITY to PORT ARTHUR ONLY $15.00.

Remember the date. For all information call at the PORT ARTHUR ROUTE OFFICE, 1415 FARNAM ST., (Paxton Hotel Block. Or write Harry E. Moores, C. P. & T. A., Omaha, Neb.

Card of Thanks.

I wish to thank the many friends and especially the Switchmen, for the beautiful flowers and many kindnesses shown me upon the death of my husband.

MRS. SOPHIA BARTEL.

Covert Lodge No. 11, Attention!

Members of Covert lodge, No. 11, A. F. and A. M., are hereby requested to assemble at Masonic hall Thursday morning, March 16, at 10 o'clock sharp, to attend the funeral of our late brother, George W. Armstrong. All Master Masons invited. Carriages provided. By order,

EDWIN R. PERFECT, Master.

You Can Save Time.

Business men can now have a full day in the city and use the new dining car enroute to St. Paul and Minneapolis on the "Twin City Limited." Train leaves Webster street depot daily at 5.55 p. m. via C., St. P., M. & O. Ry., "The Northwestern Line."

Dining Car Service.

Dining car is now run on "Twin City Limited" for St. Paul and Minneapolis. Train leaves Webster street depot 5:55 p. m. daily via C., St., P., M. & O. Ry.

Sam'l Burns' March Reduction Sale a great success—15 per cent off everything.

DIED.

LARSEN—S., aged 56 years, died March 12. Funeral from family residence, 1013 North 29th St., Wednesday, 2 p. m. Interment Forest Lawn. He leaves a wife and two daughters, Mrs. H. C. Hartry of Omaha and Mrs. J. E. Phelps of Rawlins, Wyo.

Kodol Dyspepsia Cure.

Digests what you eat.

It artificially digests the food and aids Nature in strengthening and reconstructing the exhausted digestive organs. It is the latest discovered digestant and tonic. No other preparation can approach it in efficiency. It instantly relieves and permanently cures Dyspepsia, Indigestion, Heartburn, Flatulence, Sour Stomach, Nausea, Sick Headache, Gastralgia, Cramps, and all other results of imperfect digestion.

Prepared by E. C. DeWitt & Co., Chicago.

THE BEE'S GREAT OFFER

Joins Hands with Century Co.—Result is that The Bee Makes Great Offer to Its Readers.

The announcement of The Bee Century Club, which is made on page 9 of this issue, will be read with great interest, for the opportunity offered is indeed a great one. This club will be limited to 1,000 members, each of whom shall have the privilege of obtaining a set of The Century Dictionary and Cyclopedia in its completed ten-volume form, at a saving of about 40 per cent. Each member will also have the privilege, if he chooses, of paying for his set in small monthly payments.

The low prices and the easy terms are the result of co-operation. Each of the thousand persons by combining with the other 999 is placed on an equality with the largest wholesaler. The importance of this splendid arrangement to the readers of The Bee is obvious, for The Century Dictionary and Cyclopedia is the greatest work of the nineteenth century. It is the result of many years of literary labor on the part of the world's best experts, and its preparation alone cost over one million dollars.

The Century differs entirely from other reference works in its scope and arrangement. It includes much information of a practical, everyday nature that has never before been recorded in book form. Its arrangement is new, and it is the first work to demonstrate that the highest scholarship can be satisfactorily combined with simplicity and practical usefulness. It is the only general reference work qualified to fill the needs of our present state of advanced civilization. It is a complete working library in itself, and combines in its ten volumes all the advantages of an encyclopedia, a dictionary and an atlas, under a plan that for the first time meets the requirements alike of the busy man of affairs and of the most exacting student.

The Bee does not desire to conceal the true basis on which it undertakes this enterprise. It does not ask its readers to believe that it is undertaking the formation of this club, with its attendant responsibilities and expense, entirely for honor and glory; nor, on the other hand, does it want its readers to think that it hopes for any direct pecuniary gain. The Bee will receive a nominal membership fee, which will be sufficient to reimburse it for its expenses in forming the club, such as freight, delivery, postage, etc. The Bee looks to its reward in the opportunity of becoming more closely connected and associated with its old readers and in the opportunities it will have of gathering new ones.

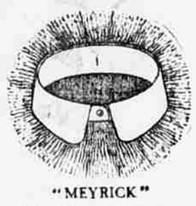
The offer is fully explained on the 9th page of this issue, where directions explaining how membership should be applied for will be found. Volumes of the Century in its various beautiful bindings will be on exhibition after 10 a. m. Thursday at Room 604, Bee Building.

Announcements.

Harry Watson and Alice Hutchings, assisted by Ed Edwards, have made a decided "hit" this week in their comedy sketch, "The Dramatic Agent." Billy Van continues to create merriment by his peculiar double-barreled voice, as well as by his wit and delightful stories. The usual Wednesday matinee will be given at 2:30 today. An extra matinee will be given Friday, St. Patrick's day, at which Misses Dora and Mable Swearingen and Lillie Kauble will again appear, as well as tomorrow night.

This afternoon will witness the opening presentation at Boyd's theater of "A Hot Old Time," a roaring farce comedy, by the Rays, Johnnie and Emma, and a carefully selected company of specialty artists. A number of strong specialties and original songs are introduced. The piece will run tonight and tomorrow night.

ARROW BRAND 2 FOR 25¢



"MEYRICK"
The Extreme of Style
CLUETT, PEABODY & CO
MAKERS

PURE 18K WEDDING RINGS.

25 Per Cent Discount.

SILVERWARE SALE.

The goods we offer are the very best quadruple plate.
Four-piece Tea Set—$20 regular price—now $15.
Four-piece Tea Set—$17.75 regular price—now $13.50.
Four-piece Tea Set—$12 regular price—now $9.00.
Four-piece Tea Set—$10 regular price—now $7.50.
Four-prong Colonial Candelbra—$9 regular price—now $6.75.
Crumb Tray and Scraper—$5 regular price—now $3.75.
Crumb Tray and Scraper—$2 regular price—now $1.50.
Silver Cake Baskets—$8 regular price—now $6.
Cake Baskets—$5.50 regular price—now $4.10.
Sterling Silver Thimbles, 15c.
Sterling Silver Top Vaseline Jars 10c.
Sterling Silver Hat Pins, 15c.
Sterling Silver Transmississippi Souvenir Spoons, 30c.

A. EDHOLM, JEWELER.
107 N. 16th St., Opp. P. O.

UNION PACIFIC OVERLAND ROUTE CHICAGO & PACIFIC

IF YOU LEAVE . . . OMAHA TODAY ..VIA.. UNION PACIFIC you will arrive in SALT LAKE SAN FRANCISCO OR PORTLAND SOONER than if you left via any other line yesterday.
City Ticket Office, 1302 Farnam Street

Take a Looking Glass

and examine your mouth every week and save yourself much misery that would result by letting your teeth become badly decayed before consulting a dentist.

Bailey, the Dentist,
3rd Floor Paxton Blk.,
16th and Farnam Sts. Telephone 1085. Lady Attendant.

HAYDEN BROS.

More People Than We Expected.

Attended our sale on wrappers, suits and jackets today, but as the rain kept many away, we will continue the sale Wednesday at even lower prices than we offered for yesterday. The 98c wrappers we advertised at 59c we will sell Wednesday for 49c. The $1.25 wrappers at 59c. The others will be the same as advertised, 75c for the $1.50 wrappers and 98c for the $2.00 wrappers. The sale on jackets, giving your choice at $3.50, continues. The $6.00 silk waists will be on sale Wednesday. We are showing the largest line of ladies' tailor made suits in black serges, venetians, broadcloths and all the new styles and latest effects at $7.50, $15.00, $25.00, $35.00 and $45.00. Our ladies' tailor made suits are the talk of the town.

SPECIAL ON DRESS GOODS.

Children's school dresses, for one day only. All our $1.00 novelties, Venetians, etc., tomorrow for only 75c; all our 75c and 85c novelties for 49c; all our 59c for 39c; all our 49c novelties for 35c; all our 39c novelties for 27c. 1 case of half-wool cashmeres, 26 new shades, only 7c yard. 1 case of 36 double-fold cashmeres, extra heavy, only 15c. 1 case of storm serges, 44 in. wide, all colors, only 19c. 1 case all wool novelties, 40 in. wide, only 20c yard.

There is only one kind of Lansdowne—it is always rolled on a Lansdowne board, with name on the end—and the name—perforated on every 5 yards. It is for linings and for evening dresses. Sublime, which resembles Lansdowne, 36 in. 50c, 40 in., 85c. Wool challies, 25c, 39c, 49c, 69c.

GROCERY SPECIALS.

Neufchatel cream cheese, 2½c; imported hand kase, only 2½c. Fresh eggs, only 12½c. Sweet country butter, 12½c; individual country creamery, 14c; fancy country creamery, 18c. Beardsley's shredded codfish, 7c package. Picnic hams, 5½c. High patent Minnesota flour, 98c. High grade Java and Mocha coffee, 25c. Fancy new navy beans, 10 pounds for 25c. Twelve and one-half pound sack best fancy Graham flour, 29c. Condensed milk, can, 7½c. Ten pounds granulated corn meal, 8c. New California prunes, 5c. Big, large French prunes, worth 15c, at 9c. Two sacks fine table salt, 5c. 15c cans C. R. salmon, only 9c. Seedless naval oranges, 19c dozen. Finnan haddies, per pound, 8c. Smoked eel, white fish, salmon, sturgeon, herring, etc., at low prices.

MEATS.

California ham, 5c; bologna sausage, 5c; pickled pigs' feet, 5c; potted ham, per can, 5c; 3-lb. can lard, 22c; No. 1 hams, sugar cured, 8½c.

HAYDEN BROS.

A ten-word want ad costs you but 85 cents for 7 days in the Morning and Evening Bee.

Bargain matinee Wednesday afternoon at Boyd's theater, the Rays in "A Hot Old Time." Any reserved seat in the house for 25 cents.

Burlington Route

THE RUSH TO THE NORTHWEST

has begun. The Burlington is ready for it. This is what it offers:

THROUGH SLEEPING CARS—Omaha to Butte and Anaconda—every day in the week. Passengers for points west of Butte make only one change—and that in daylight—from one car to another on same train.

TOURIST SLEEPERS—Tuesdays and Thursdays—for Butte, Spokane, Seattle and Tacoma.

Shortest line of all—and the quickest.

Very low rates. Tuesday, March 21st. Ask about them.

Ticket Office, 1502 Farnam. Tel'phone 250 | Burlington Station, 10th & Mason Sts Tel. 310.

Free Hyomei--Now!

This is the age of try it before you buy it. Call at our store and try Booth's HYOMEI treatment—FREE.

WATCH OUR DRUG CUTS.

$1.00 Wine Cardui, we sell	75c
$1.00 Paine's Celery Compound, we sell	75c
$1.00 Pinkham's Compound, we sell	75c
25c Cuticura Soap, we sell	20c
25c Mennen's Talcum, we sell	15c
50c Syrup of Figs, we sell	40c
$1.25 Warner's Safe Cure, we sell	98c
$1.00 Kilmer's Swamp Root, we sell	79c
25c Packer's Tar Soap, we sell	15c
$1.00 Mile's Nervine, we sell	79c
$1.00 Maltine Preparations, we sell	75c
$1.00 Peruna, we sell	79c
50c Stuart's Dyspepsia Tablets, we sell	40c
$1.00 Stuart's Dyspepsia Tablets, we sell	80c
$1.00 Hostetter's Stomach Bitters, sell	79c
$1.00 Pierce's Medical Discovery, we sell	79c
$1.00 Ayer's Hair Vigor, we sell	65c
$1.00 Hood's Sarsaparilla, we sell	79c
25c Piso's Consumption Cure, we sell	20c
50c Ayer's Cherry Pectoral, we sell	40c

Sherman & McConnell Drug Co.
1513 DODGE ST., OMAHA.
MIDDLE OF BLOCK.

13's on a Quarter—

On a twenty-five-cent piece there are 13 stars, 13 letters in the scroll held by the eagle's beak, 13 marginal feathers in each wing, 13 tail feathers, 13 parallel lines in the shield, 13 horizontal bars, 13 arrow heads, and 13 letters in the word "quarter dollar." Save up your quarters and buy

Krug Cabinet Lager Beer

Every glassful is worth a quarter—and more. It's really the best tonic and stimulant and is so delicious, wholesome and nutritious.

FRED KRUG BREWING CO.,
Tel. 420. 1007 Jackson Street.

The Eye is Responsible

for more nervous troubles than all other conditions combined. You should avoid such dangers by consulting the able specialist, Dr. McCarthy, who has relieved thousands of such cases in young and old—he succeeds where others fail in furnishing the proper glasses that effect a permanent cure for the eye defect.

DR. McCARTHY,
THE EYE SPECIALIST.
413-414 KARBACH BLOCK, OMAHA. Examinations Free.

Bee, March 14, 1899.

To Mothers.

Regard Boys' Clothing.

We are showing the advanced spring styles in high class stylish tailored suits for boys, at prices way below any competition. A careful reading should hasten your buying. *Boys' vestee suits*—3 to 8 years, with fancy braid trimming, made up in a choice selection of plain and fancy mixtures, *$1.25*.

Boys' vestee suits—3 to 8 years, made of strictly all wool cheviot, good assortment of mixtures, a correct reproduction of the kind that papa wears, neatly trimmed and braided, improved waistband, large square cut sailor collar, three pockets in pants, two in vest, *$1.75*.

Boys' blue flannel vestee suits—3 to 8 years, good quality linings, large square cut sailor collar, trimmed in red, fancy red and white braid trimmings, made to give perfect satisfaction, The Nebraska price *$1.75*.

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