

TWO IMMENSE STOCKS ON SALE TOMORROW AT

50c BOYS' SHIRT WAISTS 9c

All the boys' laundered mother's friend

Shirt Waists

In all sizes and all colors—would be cheap at fifty cents.

Go at each 9c

POSTAL STORE

18th and Douglas Omaha. J. L. BRANDEIS & SONS PROPRIETORS.

ON SALE AT PRICES THAT ALMOST Baffle DESCRIPTION.

The purchase of these two stocks is one of the greatest and most remarkable mercantile transactions we ever undertook. Tomorrow we will offer such great and sensational bargains that the whole business world will stand amazed. We emphatically urge your attendance during this sale—with the positive knowledge that the bargains in it are infinitely greater than you could possibly imagine.

\$150 LADIES' BELTS at 25c

All the ladies' fine leather belts with elegant buckles

—in all the latest styles—

worth up to \$1.50

Go at each 25c

Tomorrow we begin the sale of the Jenkins & Jenkins Wholesale Dry Goods Stock from Chicago.

\$2.00 KID GLOVES at 69c

All the high grade real French kid gloves in all the new spring shades that come in this stock and worth up to \$2.00 a pair, go at a pair

69c

Tomorrow we begin the sale of Ernest Krapp's Retail Dry Goods and Clothing Stock from Detroit, Mich.

50c SILKS for 15c

All the striped fancy taffetas for waists. All the yard wide figured drapery silks, China Silks, figured and embossed, shagreened and Lining Silks; every yard from this stock that was sold at 50c a yard, choice like a yard.

At..... 15c worth 50 cents

75c SILKS at 25c.

All the black figured taffetas and figured foulard silks, large and small designs and plain colors Taffetas, all worth up to 75c, on sale at 25c.

On sale at..... 25c worth 75 cents

\$2 SILKS at 49c-59c

Thousands of yards of \$1.50 and \$2.00 Silks, in plaids, checks, striped Taffetas, on sale at 49c and 59c a yard.

49c and 59c

15c for all the men's balbriggan, gauze and merino underwear, worth up to one dollar.

35c WOOL CASHMERE..... 9c

All the 56 Wool Cashmeres, double width, a yard wide in blacks, browns, blues and evening shades, actually worth 35c, on sale at 9c.

9 Cents.

50c ALL WOOL CHALLIS at 15c.

Strictly all wool Challis and double width silk Mercerized Dress Goods, in small checks and plaids, in this sale at 15c.

15 Cents.

\$1 Dress Goods at 25c

Strictly all wool black Dress Goods, silk illuminated Dress Goods, all wool Serges in grays and tans; every yard of these goods worth \$1.00 a yard, on sale, 25c.

25 Cents.

59c for all the men's laundered shirts and silk front shirts, worth up to \$1.50.

25c each for all black and cream silk lace scarfs, ties and fischus, that are worth up to \$1.50 each.

5c A pair for all the ladies' misses' and children's pure Silk Mitts from this stock; worth up to 25c a pair.

15c A pair for all the ladies' Jersey Silk Gloves and Mitts from this stock that sold up to 75c a pair.

2c Each for all the extra fine sheer Each for all the plain white and fancy bordered Handkerchiefs from this stock that sold up to 20c each.

5c India lawn and hemstitched Handkerchiefs from this stock that sold for 25c each.

10c A yard for all the plain and fancy bordered Silk Veilings, in blacks and all colors, that are worth up to 25c a yard.

2c A pair for misses' and children's fast black dyed ribbed Hose, worth up to 10c a pair.

6c A pair for all the ladies' misses' and children's full seamless fast black and blue and blue and brown trimmed full seamless Half Hose, that are worth up to 12 1/2c a pair.

39c pair for all the kid gloves from this stock that are in any way slightly mused or the least soiled and worth in the regular way \$1 a pair.

1c A yard for all the fine embroidery and other well known CAMBRIC AND MUSLINS, worth up to 12 1/2c go at 1c.

6c A yard for all the finest Nainsooks, Jacquets and Cambric Embroideries from this stock, that are worth up to 35c a yard.

3c A yard for all the fine Torchon Laces and Insertings, that are worth up to 15c a yard.

7c A yard for all the finest Imported Laces, including Oriental and black Silk Laces, that are worth up to 35c a yard.

15c Each for all the infants' and children's Swiss, embroidered, trimmed and Lace Bonnets from this stock, that sold up to 50c each.

5c Each for all the ladies' misses' and children's Summer Underwear, in all sizes, from this stock, worth up to 25c each.

8c Each for all the ladies' finest silk trimmed Summer Underwear from this stock that sold up to 30c each.

19c For all the perfect fitting Summer Corsets from this stock, that sold up to 50c each.

39c For all the high grade Corsets from this stock, that sold up to \$1.00 each.

Cotton Challis 1 1/2c Yd. Worth 5c, go at 1 1/2c.

Check, stripes, plaid White Goods worth 10c, go at 3 1/2c Yd.

The entire stock of Calicoes Full pieces—no remnants—worth 7 1/2c, go at 2 3/4c Yd.

36-in. Percales Light or dark colors, worth 10c yard, go at 6 1/2c Yd.

NEW SPRING Lawns worth 12 1/2c, go at 3 1/2c.

Silkoline In mill remnants, worth 15c, go at 2 1/2c.

25-inch Percale In mill remnants, worth 12 1/2c, go at 3 1/2c.

Fancy Col'd Heavy Corded Piques Mill remnants, worth 12 1/2c, go at 3 1/2c.

LIGHT WEIGHT Comfoter Prints 1-2c yard or 2 yds for 1c.

Fancy Dress Gingham worth 12 1/2c, go at 2 1/2c Yd.

Light Colored Shirting Prints worth 6c, go at 2c.

40-inch Drapery Swiss worth 25c, go at 6 1/2c.

Organdy Lawn and Dimities In mill remnants, worth 25c, go at 3 1/2c.

Lace Curtains All the Lace Curtains that regularly sold at \$1.00 a pair, go tomorrow at 15c each.

All the Curtains that regularly sold at \$2.00 a pair, go at 39c.

All the fancy grade of Lace Curtains worth from \$3.50 to \$5.00, go in this sale tomorrow at 69c each. These are all in pairs and you can buy as many pairs as you like, but none sold to dealers.

All the fine Portieres, extra heavy Tapestry Portieres—worth up to \$12.50 a pair—nearly 2,000 pair to select from—they go tomorrow at \$3.98 pair.

69c

\$3.98

15c The grade of heavy linen unbleached Table Damasks—goes at 15c a yard—worth 70c.

9c The 50c kind—goes at 9c a yard.

1c All the Honey Comb and Twill Towelling at 1c a yard—worth 5c.

5c All the Turkish, Huck and Honey Comb Towels, 5c each—worth 25c.

7 1/2c Turkish Towelling by the yard—worth 10c a yard—go at 7 1/2c.

15c All the 25c and 35c grades of Turkey Red Table Damasks go at 15c a yard.

WHERE COFFEE IS THE THING

FACTS ABOUT THE GREAT CROP WHICH SUPPORTS THE PEOPLE OF BRAZIL.

UNCLE SAM THE LARGEST PURCHASER

Behind the Scenes in the Coffee Warehouses—How the Berries Are Polished and Painted Up for the Markets.

(Copyrighted, 1899, by Frank G. Carpenter.) RIO JANEIRO, Brazil, April 3, 1899.—(Special Correspondence of The Bee.)—I have spent a day among the coffee shippers of Rio Janeiro. This is, next to Santos, the greatest coffee port of the world. Millions of bags are here shipped every year and the chief business of Brazil's vast coffee crop is done here. Rio Janeiro lives upon coffee. For that matter it is the mainstay of Brazil. In 1895 the total exports of the country amounted to \$180,000,000 and of this \$140,000,000 came from coffee. The rise of 1 cent a pound means prosperity or the reverse to these people and the enormous fall in the last few years has made things tight in Brazil. Just how much the fall has been few people know. The truth is that coffee has been steadily dropping for the last six years and the third that it was in 1893. With our new possessions in Cuba, Porto Rico, Hawaii and the Philippines it is likely to go still lower. For it is expected that the banks will establish large coffee plantations, and if so the Brazilians will have to look elsewhere for a market.

It is an outrage that Brazil has not done more for the United States. She should give us the bulk of her coffee. We have increased our consumption of coffee. We have increased the country for years. We are the greatest coffee drinkers of the world. In 1897 we used 636,000,000 pounds of coffee, which was 10,000,000 pounds more than was consumed in all Europe. We have increased our consumption during the past year at the rate of more than a pound per person, and we now use about fifty pounds annually for each person in the United States. The amount spent for this coffee is enormous. During the past ten years we have paid out \$12,000,000, or \$7,000,000 per annum, for coffee alone. The bulk of this money has gone to Brazil. Some of it has found its way into the pockets of the coffee planters, a large part has gone into the hands of the shippers and dealers, and 11 per cent of the export price has been paid to the government. Brazil charges an export duty of 11 per cent on every pound of coffee that is shipped. This is, of course, paid by the consumer, and such of our people as engage in coffee raising will have the advantage of 11 per cent over Brazil to start with, for they will of course, not have to pay duty. Some years ago there was talk of taxing coffee, but the danger of our congressmen setting up a holy howl about taxing a poor man's luxuries, and coffee was admitted nominally free. It was not allowed to be free, however, for Brazil at once put on an extra export duty and the poor man's luxury was taxed just the same. The only difference was that the Brazilian government got the money and not Uncle Sam.

Brazil the Land of Coffee. Coffee is raised in nearly every one of the provinces of Brazil. The country produces the bulk of the world's crop. It raised 10,000,000 bags last year, and it is planning new fields now. In the description of a former letter my travels through the state of San Paulo, the richest coffee raising region of the world. The states north of San Paulo also produce vast amounts, and Rio Janeiro back of the capital is one of the chief coffee centers. The kinds of coffee produced here are known

in the United States as Rio and Santos coffee. These names come from the ports at which the coffee is shipped. The Santos coffee is grown almost entirely in south central Brazil. It is carried over the railroads to Santos and exported from there. It comes from a cooler climate than does the coffee which is raised further north, and is generally considered to have a milder and finer flavor than that shipped from Rio. It is estimated that we take about 29 per cent of the Santos crop and about 70 per cent of all shipped from Rio, so that the bulk of the coffee used in our country is Rio coffee.

At both Rio and Santos the great coffee houses of the United States have their agents who buy the coffee of the dealers and ship it direct to their houses in New York, Baltimore and Chicago. They have large establishments for preparing the coffee for shipment, and some of the brightest coffee men of the United States are here watching the markets and buying by the thousands of bags.

How Coffee is Bought. Coffee is handled in different ways at the two great ports. During my stay in Santos I spent some time among the dealers and watched them shipping the vast quantities of coffee which come to that port. The coffee is put up in bags of 112 pounds each, and in this shape is sold to the exporters. The buyers in Santos deal directly with the planters' agents, taking the coffee as a usual thing in lots.

In Rio the coffee first comes to commission men. They dispose of it to the wholesale coffee dealers, who grade it and put it into the bags for the exporters. As it has the coffee has passed through three hands before it starts for New York.

Since the remarkable fall in the prices of coffee, however, the big exporters have sent agents out among the planters and they are now buying their coffee direct. As it has been the consumer has had to pay a half-dozen or more profits on every pound of coffee. In the first place he has had to keep the planter, then the commission merchant in Rio, then the wholesale dealer in Rio and the New York manager's agent here. He has had to pay the cost of shipment to New York, the wholesale dealer or roaster there, the commercial drummer, the railroads, and lastly his retail dealer at home. With all this the coffee he pays for is 15 cents and less a pound, the same coffee costing here not more than 5 cents, and delivered in New York at 6 1/2 cents a pound.

It is particularly about his coffee he will pay from 25 to 40 cents for some of this same coffee which here sells for a trifle over the amounts above mentioned, the only difference being that the beans are of a little different shape or larger size and that they have been graded into certain so-called well known varieties. I have already written of the Mocha coffee of Brazil. A large part of the Mocha used in the United States is grown here. Indeed, there is practically no genuine Mocha coffee in our markets. The Mocha coffee fields of Arabia are so small that very few of the berries are sold outside the Mohammedan countries. W. G. Palgrave, the well known oriental traveler, says that two-thirds of the Mocha crop is consumed in Arabia, Syria and Egypt and that the rest is almost altogether taken by the Turks. The coffee is sifted over grain by grain and the best is taken out for the Mohammedans.

35 cents a pound for his so-called Mocha and Java mixture.

Painted Coffee.

This statement will probably be denied by some of our growers. They will tell you that they can tell Mocha and Java by the smell or the color of the grain. Don't you believe them. The coffee as it comes from the plantation, the simple genuine article, is often far different from that which goes away on the ships. I have visited here in Rio enormous establishments who make a business of painting coffee and dressing it up for the markets. In South Africa, for instance, the people want black coffee beans. It seems that the coffee they have been buying is of that color. The bags that come from the plantation are filled with olive green beans. They are turned into a great mill and rolled round and round in contact with colored powder. Just what it is the Lord only knows, but when the beans come out they are as black as any coffee that can be grown in Africa. Other grades are given a tinge of yellow by the use of other colors, and the berries are washed in different shades of green. Some of the coloring stuff is unhealthy and the men use gloves when they handle it. In one Portuguese house I saw them coloring 30,000 bags for the Cape of Good Hope, and in another they were coloring coffee for the Argentine market. This is no fiction. I saw it myself, although I am told that the most of the coffee sent to the United States goes there in its natural color.

And what is the natural color of coffee? That I saw on the plantations and the most of that which comes here to Rio is of a rich olive green. It grows slightly yellow as it becomes older, and the older the coffee is the better color it makes.

These big coffee factories are interesting places. Some of them are as full of machinery as a Minneapolis flour mill. You walk under a network of moving belts through air mixed with coffee dust and go through room after room filled with machines for dressing the berries to suit the different tastes of the world. Each market seems to have its particular desires. The Germans, for instance, demand that the beans be on the beans when they arrive in Hamburg. The Germans prefer to do the shelling themselves, and without grinding or burning the berries. Samples of about a pint of each are sorted out on blue paper and the coffee expert will put his price on each grade by looking at, handling and smelling the samples. During my stay here I have gone through a number of the American houses, and, among others, have been much indebted to John F. Keogh, the manager of an American warehouse at Rio.

The most of the coffee is shipped from what are known as the coffee wharves. The scenes about these wharves among the most interesting of Rio. Come with me and look at them. We jump upon a car containing about three tons of coffee. It is hauled by two mules, who drag it over the street railroad through one narrow street after another down to the bay. We stop at the wharves, where a gang of negroes stand ready to take in the bags. They back themselves up against the cars and balance the great sacks on their heads. They carry them in on the tray, and we hear the thud-thud-thud of their bare feet as they go over the floor. They run, for they are paid by the piece and not by the day. Each man receives 1 1/2 cents for every bag he brings in and the best of the workmen make from 25 to 40 a month, which are very high wages here.

The Coffee Stealers of Rio.

What a lot of policemen there are everywhere. At the ends of the wharves there are soldiers in uniform to keep order. A customs house officer is always on hand to see that nothing goes on or off the ship without paying duty, and there are many private detectives. A close watch has to be kept to guard against stealing, for the wharves are great places for thieves. The detectives have to look out for steal-

ing below the wharves as well as above them, for sometimes thieves come in boats under the wooden floors and stop just below one of the big piles of bags. With an augur they make a hole through the floor, then a piercer or pipe is stuck up through the hole and into a bag so that the coffee pours down through the pipe in a stream to the boat. In a short time a half dozen bags can be emptied, and if this is taken from a large pile no one will be the wiser without the detectives spy the men under the wharves.

Stealing is also done by the negroes who load and unload the coffee. They come to their work with piercers in their sleeves. Then by a dexterous thrust they drive the piercer into a bag as they are carrying it in on their heads and allow some of the coffee to roll out down their sleeves to their waists. This they do with one bag after another as they can during the day, going off, as they say, for a drink now and then to secrete their stealings. Such thefts, however, are well known, and the men are carefully watched. Some of the men work half naked and others have their sleeves rolled up to their shoulders. Thieves are at once arrested, and the factors pay large sums, I am told, for detectives to watch such matters. FRANK G. CARPENTER.

Bagging the Coffee.

But let us follow them into the warehouse. The car load which is now being handled is in all sorts of bags and it has to be repacked for shipping. We walk through long aisles with bags of coffee piled on each side from the floor to the ceiling and come into a hall where the floor is covered with great piles of green coffee beans.

At each pile are a dozen half-naked negroes in their bare feet. They are scooping up the coffee in bowls and filling a head bowl and pouring it into the bags. We hear the scratch, scratch, scratch of the bowls as they touch the floor, varied by the sound of the laughter of the men at work. Now they burst out in a song, keeping time with their scoops as they sing. As soon as a bag is filled it is dragged out to a pair of scales to be weighed. It is next handed over to the seaman, who sews up its mouth, leaving an opening at the top that it may pack well in the steamer.

In other factories the bagging is done by machinery, and in all the work goes on in a business-like way. Each of the big American establishments of Rio handles vast amounts of coffee in a year. Its manager must have good business ability and be a sharp trader. He must be a good judge of coffee and must know how to take advantage of the rise and fall of the market. Each establishment has its coffee expert, who can tell by the eye and nose just what the coffee is worth. This judgment is usually passed without grinding or burning the berries. Samples of about a pint of each are sorted out on blue paper and the coffee expert will put his price on each grade by looking at, handling and smelling the samples. During my stay here I have gone through a number of the American houses, and, among others, have been much indebted to John F. Keogh, the manager of an American warehouse at Rio.

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THE RESIDENTS OF THE NORTH SIDE PEOPLE OBJECT

Content that Erection of New School House on Cass Street is Waste of Money.

The residents of that portion of the city lying north of Capitol avenue are considering the advisability of calling a mass meeting for some evening early this week to protest against the erection of the proposed school building on the Cass street site. A good deal of enthusiasm is being manifested in the matter and a committee will wait upon the Board of Education at the next meeting of that body. People on the north side contend that the erection of a new building upon the Cass street site is a reckless expenditure of money. They declare that if a building is put up there it will remain for at least twenty-five years, and that long before the end of that time all of the surrounding property, with the exception of Jefferson square, will be used for railroad and warehouse purposes. In support of this contention they point to the fact that since the Terminal company commenced work upon its depot near by twenty families have left the locality, thus reducing the school population of the district fifty. They further urge that if the school building is not located upon the site ere long the block where the old building is situated will be occupied by the roads entering the Webster street station and a new passenger depot built opposite Jefferson square. The north side residents declare that the Board of Education can sell the old site for more than enough money to buy a tract of land suitable for the purposes west of Sixteenth and in the vicinity of Cass and California streets. They say that if the building is located somewhere in this vicinity it will accommodate a great many more people than if erected on the Cass street site.

DEEDS FOR UNION PACIFIC LANDS SOLD

Last March Are Received.

Deeds to the Nebraska land purchased in March by the Union Pacific Railroad company, have been received at headquarters in this city. The land was sold under foreclosure proceedings in the United States court on account of the sinking fund mortgage given over twenty years ago. The deeds are in printed form and run from Sherman E. Day, special master, and others, to the Union Pacific Railroad company. There is a deed for the land in each of the thirty-four counties in the state where the old company had holdings. They will be sent out to the respective county seats for record at once. The United States revenue stamps upon the documents make an important item in themselves. The total amount used is \$355.50, ranging from 50 cents to \$103.50 each.

SALE IS COMPLETED NOW

Deeds to the Nebraska land purchased in March by the Union Pacific Railroad company, have been received at headquarters in this city.

The receipts of these deeds completes the title to the land with the new company and will enable the land department of the road to put this property upon the market. Pending the receipt of the deeds, many contracts have been received for portions of the land, subject to approval when the deeds had passed. The contracts represent several thousand acres of land, and will now be signed and forwarded as rapidly as possible. Increased effort will be made to attract the attention of the farmers and stockmen to these lands, and it is expected there will be a great demand during the coming months. Deeds for the land in Wyoming, Colorado and Utah have been forwarded direct from New York to these states.

Visits Omaha Railroad Men.

E. O. McCormick, passenger traffic manager for the Southern Pacific, arrived from the east yesterday and after spending the greater portion of the day in Omaha, returning his journey westward over the Union Pacific to San Francisco. He is traveling in the Southern Pacific private car "Sunset," and is accompanied by Mrs. McCormick. Mr. McCormick began his duties as passenger traffic manager on May 1. The position was created specially for him. He is an experienced railroad man, having held an important position with the Big Four before accepting service with the Southern Pacific. He is an able man to meet and among Omaha railroad men is held in high esteem, not only for his personal qualities, but for his ability as a railroad manager.

Railway Notes and Personal.

J. Francis, general manager agent for the Burlington, has gone to Kansas City. Thomas P. Wilson of St. Paul, one of the receivers of the old Union Pacific railroad company, is in Omaha. H. A. Johnson of Denver, general freight agent for the Colorado Southern, is in the city en route eastward. W. W. Humphrey of Mounds, Mont., one of the proprietors of the Mounds and Yellowstone stage line, is a visitor in the city. J. E. Duval, chief train dispatcher of the Canada Atlantic railroad at Ottawa, Ont., is not only a visiting brother, Eugene Duval of the Milwaukee offices. The Burlington offices have reports of a good rain throughout the Republican valley Friday night. The moisture was well come because it was opportune in its arrival. J. H. Best, general freight agent, and E. H. Shuster, assistant to the general manager, both of Quincy, and Port Arthur officials, after visiting the offices of the company in this city, went to St. Louis.

THREE BAD MEN ARRESTED

Suspected of the Burglary of Mrs. Biart's Home—Their Records Are Bad.

W. L. Davis, John Phender, James Hall and Dwight Bender were arrested Friday evening on suspicion of having been implicated in the burglary of Mrs. C. M. Biart's home, 202 1/2 Half Howard street, Tuesday night. The men are cooks by trade and are members of a gang that has been responsible for several small robberies and thefts committed recently. When placed in jail they have been accustomed to "peach" on other members of the crowd in order to clear

themselves, and in this way information has been secured against the men arrested.

Davis was taken into custody last summer under the name of Spencer for kidnaping. At that time he persuaded a young girl to leave her home and live with him on North Sixteenth street. The hiding place of the girl was not discovered by the police for several weeks.

TORPEDO'S LOUD EXPLOSION

Placed on the Street Car Track at Seventeenth and Farnam by Some Mischievous Boys.

A loud explosion in front of The Bee building last evening about 9 o'clock startled the pedestrians on the street and sent them scurrying into the building to see who had been shot. A systematic search was being while occupants of each floor struck their heads on the ceiling and called to those on lower or upper floors to learn whence the report came. Excitement was rife for a time and it was feared that some dependent individual had locked himself in a room and blown himself into kingdom come. When the building had been searched and the report could not be located it was believed that it must have originated outside. People on the street insisted that it had come from the building, but finally Rev. Wynny Morgan and Abel Lansing relieved the anxiety of the searchers. They had been standing on the corner of Seventeenth and Farnam streets talking at the time the explosion occurred and had no difficulty in locating it. A street car was passing and a bright flash lighted up its base, the report following instantly. It was simply nothing more than a torpedo which some mischievous lad had placed on the track.

RAISING FIGURES ON BILLS

Claims Work in Mutuating United States Bank Notes Gets Three Men Into Trouble.

W. D. Houck, W. V. Houck and T. W. Kennedy were brought in from Fairbury yesterday by Deputy United States Marshal Keim and lodged in the county jail to await the action of the United States grand jury. The men are charged with mutuating United States currency by raising and changing the figures on bank bills. Their work was most clumsy, and for this reason they succeeded in getting rid of but a few of the bills before they were caught. When the Houcks and Kennedy were arrested a number of indelible pencils and some cheap ink of various colors were found in their possession. Their plan of operation was to secure \$1 and \$5 bills. The figures on the \$1 bills they changed to five and those on the \$5 bills to tens, doing this by cutting figures from paper and then coloring them with their inks and pencils. It is thought that they succeeded in floating something like half a dozen of the bills after they were raised. Kennedy admits that he passed some of the bills and declares that he received them from the Houcks, who maintain that they know nothing of the transaction.

Suits Against Mosher.

In the case of Thomas Bailey, the Jones National bank, the Bank of Staplehurst, the Utah bank and Isaac Holt against C. W. Mosher and the officers of the Capital National bank of Lincoln, the plea is that the suits be remanded to Seaward county for trial. The suits were originally brought in that county, but were transferred to the United States court. It is alleged that the United States court has no jurisdiction in the premises. The suits aggregate something like \$50,000. Arguments on the question to remand will be heard by Judge Munger on May 10.