

THE SALE BEGINS SATURDAY

The greatest sale that has ever taken place in Omaha begins today. This will be by far the best money saving opportunity that has ever been presented to you

BRANDEIS "BOSTON STORE" & SONS

Never in the history of Omaha has a sale of such magnitude and importance been known. DON'T MISS IT--COME TODAY.

\$500,000 STOCK OF HIGH GRADE MERCHANDISE DAMAGED BY

SMOKE AND WATER

WILL BE SOLD REGARDLESS OF COST OR VALUE

This stock was damaged Christmas eve by smoke and water. The insurance companies have adjusted the loss and we will sacrifice everything in the stock without regard to cost or value. The money-saving opportunities of this event are marvelous. COME TODAY and prepare to buy the greatest bargains you have ever bought. In most instances the damage is entirely by smoke. A little airing will relieve the articles of that smoke smell and you will be glad of the chance that enabled you to buy them for 1-3, 1-4 and 1-8 the real value.

This Sale Includes the Following Lines:

Cloaks and Suits
Men's and Boys' Clothing
Winter Underwear
Fine Footwear
Men's Furnishings
Women's Furnishings
Fine Handkerchiefs

Rich Silks
Elegant Dress Goods
Artistic Millinery
Jewelry, Watches and Silverware
Notions and Small Wares
Drugs and Sundries
Good Books and Stationery

Carpets and Rugs
Curtains and Drapery
Blankets and Comforts
Flannels and Domestic
Household Linens
Lining Materials
Lace and Embroideries

Muslin Underwear, Corsets
Men's and Women's Gloves
Men's and Women's Hosiery
Ribbons, Fancy Goods
Veilings and Neckwear
Men's and Boys' Hats
Trunks and Valises

NOTHING WILL BE RESERVED

THE FINEST GOODS SACRIFICED

NO GOODS SENT C. O. D.

NO GOODS ON APPROVAL

BOSTON STORE

BOSTON STORE

BOSTON STORE

BOSTON STORE

BOSTON STORE

BOSTON STORE

BOSTON STORE

UNION PACIFIC'S REPORT

Railroad Company Makes Its Annual Financial Statement.

REASON FOR ACQUIRING MORE MILEAGE

Control of Southern and Northern Pacific Necessary as a Safeguard Against Future Combinations and Increased Traffic.

NEW YORK, Dec. 27.—The annual report of the Union Pacific railroad, embracing as well a statement of the financial condition of the Southern Pacific and a reference to the part of the Union Pacific in the affairs of the Northern Pacific, was made public today. The financial statement of the Union Pacific showed that the gross receipts for the year ending June 30 were \$45,338,181, operating expenses and taxes \$24,587,145 and total net income \$20,751,036.

The gross receipts showed an increase of \$1,350,453, or 11.21 per cent, and the operating expenses an increase of \$3,140,930, or 15.55 per cent. The surplus was \$5,178,175, to which must be added \$74,000 earned in dividends between April 1 and June 30 by the Northern Pacific stock held by the company. The statement of the Union Pacific included the operations of the Oregon Short Line and the Oregon Railway & Navigation company.

The statement of the Southern Pacific showed that the gross revenue was \$77,244,898; operating expenses and taxes, \$50,870,613; rentals, betterments, sinking funds and discounts absorbed, \$24,608,867, leaving a surplus of \$2,465,218.

As to the acquisition of control of the Southern and Northern Pacifics, the report said: "Developments in connection with the constantly increasing traffic of the northwest and of the states of the Pacific slope and the vital importance of securing for the Union Pacific system its due proportion of the tonnage and revenue tributary to its lines, rendered it essential, in

the judgment of the board of directors, that steps should be taken to maintain and protect the position of the system and to safeguard its future against combinations of other lines.

In furtherance of this policy and for the purpose of developing and extending the business of the system and opening new channels of interchange the directors deemed it necessary to acquire \$7,000,000 par value of the capital stock of the Southern Pacific company and \$78,108,000 par value of the stock of the Northern Pacific Railway company."

The report brought out the fact that the title to the Northern Pacific stock had been vested in the Oregon Short Line company. The latter provided for the purchase by the issue of purchase money certificates of indebtedness which are held by the Union Pacific Railroad company. The table of securities owned includes \$3,000,000 of these 4 per cent certificates none of which are in the hands of the public. The balance sheet of June 30 contained in the statement of liabilities an item of \$23,202,247 as the current liabilities of the Oregon Short Line. A footnote explained that this was balance of indebtedness incurred in the acquisition of securities of other companies and in new construction. Current liabilities of the Union Pacific were \$6,775,130.

REVERSES THE DECISION

Supreme Court Holds Purchase of New Ulm & Southwestern Was Not a Merger.

ST. PAUL, Dec. 27.—Justice Lewis of the supreme court today reversed the decision of the Ramsey county district court in the case of the Minneapolis & St. Louis Railroad company, appellant, against August T. Keller, state treasurer, respondent. The supreme court holds that the purchase of the New Ulm & Southwestern line by the Minneapolis & St. Louis in 1899 did not constitute a merger and the Minneapolis & St. Louis is not required to pay the 3 per cent tax on its gross earnings. The New Ulm & Southwestern paid a 1 per cent tax for 1897, 1898 and 1899 and claimed the right to pay a 2 per cent tax from 1900 to 1904 as a new road. A. T. Korner, then state treasurer, took the ground that the purchase of the New Ulm & Southwestern by the Minneapolis & St. Louis made the former a part of the latter system and that a 3 per cent tax should be paid upon the new line, and

upon the old. He accepted the 1 per cent on account and brought suit to recover for the state the remaining 2 per cent. He secured judgment in the Ramsey county district court, and this was reversed by the supreme court.

MEETS AT APPOINTED DATE

Conference of Northwestern States Not Proposed on Account of Governor Rogers' Death.

ST. PAUL, Minn., Dec. 27.—The conference of representatives of northwestern states at Helena next Monday will not be affected by the death of Governor Rogers of Washington. The state was to have been represented only by its attorney general, owing to the governor's illness, and the plans were perfected with those conditions in view. The date chosen has been agreed to by all concerned and cannot readily be changed at this late hour. Governor Van Sant told the Associated Press representative today that the death of Governor Rogers was a great and unexpected shock, but that matters were so far along that the conference would be held as announced. Attorney General W. B. Douglas will start for Helena tomorrow.

LAKE SHORE BUYS CONTROL

Reported Purchase of the Indiana, Illinois and Iowa Railroad.

NEW YORK, Dec. 27.—It was reported in financial circles today that the control of the Indiana, Illinois & Iowa railroad had been bought by the Lake Shore. The terms of the deal were not made public.

CLEVELAND, O., Dec. 27.—Relative to the report to the effect that the Indiana, Illinois & Iowa railway had been purchased by the Vanderbilts and would be operated as a part of the Lake Shore road, Vice President and General Manager Brown of the latter road today said: "There is no truth in the story."

Confers on Enameliners' Wages.

ST. PAUL, Dec. 27.—P. M. Arthur, chief of the Brotherhood of Locomotive Engineers, and J. J. Hanrahan, vice grand master of the Brotherhood of Locomotive Firemen, are in St. Paul in conference with members of adjustment committees of the Great Northern engineers and firemen and officials of the system. Their mission is to secure increases in wages for the men. President Hill and Superintendent Ward were absent from St. Paul at the time of the previous visit of the national Brother-

hood officers. The requests of the employees will now be the subject of a conference.

The demand includes only wages paid to the engineers on the heaviest of the new locomotives. The Great Northern recently put into service a large number of extremely heavy locomotives on the Montana Central division. They are heavier than any other class of locomotives on the entire Great Northern system. Engineers and firemen in the employ of this company are paid according to the size and class of locomotives they serve. They claim that wages for the new class of heavy machines have never been definitely fixed. The locomotives being far more difficult to fire and operate, the engineers claim the pay should be accordingly greater. The negotiations probably will consume several days.

REDUCING RATES TO COAST

Northern Pacific and Great Northern Preparing New Tariff Sheet on Freight.

ST. PAUL, Dec. 27.—The Northern Pacific will announce a revision of its principal tariffs, covering the territory between St. Paul and the Pacific coast and establish lower through rates. Similar tariffs will be announced at the same time by the Great Northern.

Northern Pacific rate clerks have been at work on the revision for more than two months. It is stated semi-officially that the feature of the new tariffs will be the removal of discriminations that have gradually grown for several years, and radical changes, especially in local rates, that will adjust many subjects of complaint from shippers. The new Great Northern tariffs will be constructed on similar lines. Both roads, it is asserted, will make voluntary reductions in rates based on the increased earning capacity of their lines and the growth of revenue.

CHOSEN TO FILL VACANCY

E. B. Taylor Elected Fourth Vice President by Pennsylvania Railroad Lines.

PHILADELPHIA, Dec. 27.—The directors of the Pennsylvania railroad lines west of Pittsburgh at a meeting here today elected E. B. Taylor general superintendent of transportation, to the office of fourth vice president. The election was held to fill the vacancy caused by the death of J. Irving Brooks, second vice president. Joseph Wood, third vice president, was advanced to the office of second vice president and J. J. Turney, fourth vice president, succeeds

Wood. Taylor will have charge of the treasury and accounting department. Wood will be in charge of the traffic department and Taylor in charge of transportation and real estate. James McCree, first vice president, assumes charge of the law department in addition to his other duties. A dividend of 3 per cent, the first since 1894, was declared.

RECEIVE RAISE IN WAGES

Railway Company Voluntarily Increases Remuneration of Six Hundred Employees.

GREENVILLE, Pa., Dec. 27.—Six hundred employees of the Pittsburg, Bessemer & Lake Erie railroad have been notified of an increase of wages commencing January 1. The raise applies to conductors, brakemen, switchmen, engineers and firemen, and was voluntary on the part of the company.

Incorporated Texas Road.

AUSTIN, Tex., Dec. 27.—The charter of the Oklahoma City & Texas Railroad company has just been filed in the secretary of state's office. It has a capital stock of \$500,000, and is formed for the purpose of building and operating a railroad from a point on Red river in Hardman county, where a connection is made with the Oklahoma & Western, south to Quanah, and a branch line from a point one and a half miles from its northern terminus to the town of Acme, Tex. The general office of the company will be located at Quanah.

Directors Declare Dividend.

PHILADELPHIA, Dec. 27.—The board of directors of the Pittsburg, Cincinnati, Chicago & St. Louis railroad, the Panhandle system, met here today and declared a semi-annual dividend of 2 per cent on the preferred and 1 1/2 per cent on the common stock. This is an increase of 1/2 per cent on the common.

Steamship Company Incorporated.

TRENTON, N. J., Dec. 27.—The Norfolk & Southern company, capital \$1,500,000, to do a general steamship business, was incorporated here today. The incorporators are: Thorswell Mulally, New York; Ernest B. Howe, Yonkers, N. Y.; and K. K. McLaren, Jersey City.

Meeting Once More Postponed.

CHICAGO, Dec. 27.—Stockholders of the Chicago, Burlington & Quincy today voted to postpone their annual meeting another week.

Alger Progressing Satisfactorily.

DETROIT, Dec. 27.—General R. A. Alger was reported this morning to be in very satisfactory condition after a very excruciating night.

COAL TRAIN RUNS AWAY

Dashes Down Grade at Eighty Miles Per Hour.

Track covered with sleet and snow and air brakes refused to work. Four men killed.

SCRANTON, Pa., Dec. 27.—An Ontario & Western railroad coal train ran away on the heavy down grade on the Scranton division east of Poytsville, near Preston Park. In passing a switch it jumped the track, plunging down a hill for nearly 100 feet. The engine and forty loaded gondola cars were piled in a mass.

Killed: ENGINEER WHITTING of Mayfield yard, FIREMAN CHARLES MILLARD of Carbondale.

TWO TRAINMEN whose names are not yet known.

Conductor Smith escaped death, but is badly injured. The track was covered with sleet and snow and the air brakes refused to work going down the mountain. The train passed Winwood at the rate of eighty miles an hour.

LONG MAN HUNT REACHES END

Oklahoma Resident Follows Friend Who Jumped Bond for Four Thousand Miles.

CHICAGO, Dec. 27.—Angelo Scalfa, closely pursued by Antonio Segnio, rushed into the arms of two detectives in this city and begged for protection. It was the sensational termination of a 4,000-mile man hunt, in which Scalfa had been followed for three months and had visited the principal cities of the eastern states. Both men were taken to the Harrison street station, where Segnio told a remarkable story. Three months ago, he said, Scalfa was arrested in Indian Territory on the charge of illegally selling whisky. After spending a month in jail he appealed to Segnio, a friend and business man of South McAlester, and upon assurance by Scalfa that the firm he represented would protect him Segnio mortgaged all his property and furnished \$5,000 bonds to secure

the release of his friend. Upon being released Scalfa immediately disappeared.

The chase began and Scalfa was followed from place to place until, finally, tiring of the terrible strain, he appealed to the Chicago detectives.

When taken in Segnio held a revolver in his hand, and notwithstanding the fact that if Scalfa is returned to Indian Territory within five days his bond will be saved, Segnio declared his real object in pursuing Scalfa was revenge. "I started to kill him, followed him for thousands of miles and then at the last moment he escaped," he said. "It is hard, I would not have it so."

Scalfa admits his identity and appears anxious to be surrendered to the United States authorities to escape a worse fate.

Gets in Touch with Brigands.

CONSTANTINOPLE, Dec. 27.—Dispatches from Salonica report that W. W. Post, treasurer of the Missionary society in Constantinople, has established communication with the brigands who hold Miss Ellen M. Stone, captive, and hopes that the release of Miss Stone will be accomplished within a fortnight.

NOTICE!!

Observe this blue signature
Johannes Liebig
on every jar of
LIEBIG
COMPANY'S EXTRACT OF Beef
FOR KITCHEN For Sick Room

5 YEARS IN THE LEAD.
CHARTER OAK STOVES RANGES
SIZES AND PRICES TO SUIT ALL

Neglect of a Cough or Sore Throat may result in an incurable Throat Trouble or Consumption. For relief use **BROWN'S BRONCHIAL TROCHES**. Nothing excels this simple remedy. Sold only in boxes.