to call attention to, and that is the character of the machinery and equipment and more costly than it was. Five or six las issued \$250,000 of bonds as a donation years ago the ordinary freight car had a or a subsidy, for the construction of that capacity of from ten to twenty tons. There bridge, and at this time I have a certificate ago were pigmies compared to those of the las county, amounting to \$750,000, and yet present day, and as I understand it, they range in value from \$8,000 to \$15,000; some turned for assessment at \$1,800, and the may even be higher than that.

"Now, let us see about these discrepancles just a moment, in order to show you the remarkable differences between valuations: The Union Pacific values its box cars at \$50. The Omsha values them at \$275. The Union Pacific valued its caboose cars in 1895 at \$100 and now at a lower rate. The Omaha road at \$375. Flat cars are valued at \$45 by the Union Paeific and at \$200 by the Omeha.

Standard of Value Necessary.

"These remarkable discrepancies in valfixing a standard of value through expert men that could give you a rational and reasonable valuation.

"Now, I do not know whether the Omaha engineers returned their equipment at what they believed was its present cash value or whether the Union Pacific returned its equipment at what they believed to be one-fifth or one-tenth of its value, but at any rate I cannot see how the board can arrive at a reasonable appraisement of this property without finding out what these properties would sell for in the market at the present time.

"Going into other directions we have the same remarkable discrepancies all along the line, and surely the board must realize that real estate or rights-of-way have different values in different counties according to location. It certainly must be apparent that a side-track in the city of Omaha or South Omaha is worth a great matters. deal more money than a side track in Cheyenne county. The ground requisite for a side-track or for a right-of-way is worth thousands of dollars in one place where it is probably worth dollars in some of these out of the way localities, and yet sessed at the rate of \$7,500 at the present the side-tracks are returned uniformly as I see at \$1,000.

Indiana's Method.

"Now, I desire to call your attention the mode that obtains in the state of Indiana, where I believe they have arrived \$1,000 to \$5,000 per mile. Again they tracks of a union station or great railway sideration. depot, to what they would out on the road. The valuation of the Union depot tracks to Indianapolis is \$2,800,000 a mile and the valuation of the Jefferson bridge across the Ohio river by the Indiana board is cause all of the roads that are owned \$2,000,000 per mile. There might be some by the Burlington or operated in this state should exercise its judgment and assess at the Southwestern. Now it has taken accordingly. But again, where the road the road from Omaha to Oreapolis and then runs through a densely populated section part in Saline and Gage counties and of the state you cannot say to me that the coupled them together and called it the for instance. It appraises all its depot prounds at \$10 per acre from Omaha contains fifty and eighty-eight one hun-north, with the exception of the Omaha dredths miles. It returns the Omaha & station. Most of the depots are located in to see and I do not pelieve that any of those depot grounds could be purchased for those depot grounds could be purchased for other side of the viaduet on Tenth street, at Omaha, takes in the depot and depot nent. Take, for instance, the Omahu station on Wels.e. street; has twenty-eight acres of land and returns it at this time for \$200 per acre. For years it returned it at \$100 per acre. I have a certificate from the tax commisassessed at \$4,000 per acre and that represtead of \$200 per acre.

Union Pacific Bridge. Take the Union Pacific railroad at Omaha, beginning with its bridge and going westward and you will discover some amazing discrepancies also. In the state of Iowa the two and six-one-hundredths miles of the Union Pacific, which is exactly what it returned, is assessed at \$100,000 per mile, and lows is assessed very low. I have a letter here from Governor Cummins of Iowa, written only a few days ago, in which he says that the lows railways are assessed altogether too low and tha they are used by rallway attorneys to bear down the valuation in other states, but he says the time is coming, although he cannot make a positive prediction when, as he is but one of the members, that the railway assessment in Iowa will be considerably Now then, on the Iowa side the Union Pacific is assessed for its mileage at \$100,000 a mile, and the bridge is as sessed separately for \$34,000. The Union has come before the board and placed its bridge across the Missouri and sidered worth \$10 an acre from one end its main line to be assessed-if it is assessed according to last year's estimateat \$9,800 per mile. That would give Omaha.

An Honest Tired Feeling

There is an "honest tired feeling," caused by necessary toil and cured by natural rest.

But very different is "that tired feeling," from which so many complain and which may even be classed as a disease.

That tired feeling takes you to bed tired and wakes you up tired. You have no appetite, have bilious taste, dull headache, are neryous and irritable, blue, weak and

discouraged. In such conditions Hood's Sarsa-

parilla does a world of good. It begins in the right place-in the blood, purifying it and imparting vitality, then its tonic effect is felt by the stomach, kidneys and liver; appetite comes back, all waste is removed naturally, headaches cease, that tired feeling departs and you feel like a new person. This has been the experience of

thousands. It will be yours if you take

Hood's Sarsaparilla

Sold by all druggists. Prepared by C. I. Hood & Co., Lowell, Mass.

or would give Douglas county, for the mest in the markets of the world, than it was half of the Union Pacific bridge an assesswhich at the present day is much superior ment of about \$1,500. The county of Dougfreight cars now that have a capacity with me from the country treasurer of the of fifty tone. The locomotives of six years amount paid out by the taxpayers of Dougthe west half of the bridge is to be retotal tax, if it paid it, would amount to about \$63.

Omnha Depot Grounds.

"The depot grounds at Omaha contain 280 acres. The depot grounds were donated originally to the Union Pacific and the city of Omaha issued \$150,000 of bonds and the citizens donated \$50,000. The bonds and interest paid thereon augregate \$510,000, and yet the depot grounds, if they were if there has been an advance in lands, and assessed at the rate that is returned by we grant it, their lands have also adthe company, at \$300 per acre, would ag- vanced. They have on each side of the regate about \$10,700 in value, whereas the track a right-of-way which has doubled uation suggest the necessity of the board terminal facilities of the Union Pacific and trebled in value, as well as the farmrailway at Omaha, according to the testi- ers' land, and today, if they were to try mony taken by an expert who was before and get that same right-of-way that they the United States court in the maximum now have they would have to pay two or rate cases, are between \$5,000,000 and \$6.- three times as much for it. Take the Union 000,000 valuation. The value of it can be judged by the fact that the Chicago, Mil- rails from fifty to eighty pound rails; it waukee & St. Paul rallway pays to the Union Pacific Railway company for the use | bed and improvements and it is one of the of terminal facilities \$45,000 per abnum. The Rock Island railway pays \$45,000 per annum, and all the other rathroads, I presume, pay as much if not more merely for the use of those deput grounds and facilitles. But the depot and those grounds are dumped into this great dump at \$300 per acre.

Question by the suditor: "You mean in Mr. Rosewater: "Yes, sir. I want to call attention to it so you can arrive at some just conclusion, and you cannot do it with-

out giving serious thought to all of these Value of Adjacent Property.

"Now, the tax communestoner of Omaha certifies here that the lands adjacent to the or in that neighborhood, are astime, being 40 per cent. Assume that you appear on their lists. I have it right here: would only assess at one-fifth, that would be \$3,750 per acre instead of \$300. And of the improvements, and that figure right here in the report-the honest figures and not the dishonest ones. We have been told at a very equitable and just system of that the depot cost \$400,000 or \$500,000, but appraisement. You will find here county by its own showing to the stockholders county, each county being credited with shows it cost a little over \$250,000. Now the improvements that are located in the that fact, it seems to me, would show that county, that different valuations have been there should be an appraisement of that placed upon the various side-tracks and property somewhere nearer or a great deal different valuations upon the lands, ac- nearer to its producing value than you cording to the location. Side-tracks in have today. I do not believe that the pre-Indiana are valued all the way at from vious boards have taken those matters under consideration; I do not believe they make a vast difference in valuing the have been presented properly for their con-

One of the Burlington Lines.

the Omaha & Southwestern. The Burling-

ton system has seen fit-I say system be-

"Now, we will take another road, Take

road that is merely a streak of rust. It are one system now and are capitalized might run through some out of the way together-it has seen fit to divide up place where there is no traffic, and it its different roads to make the showing would be right and proper that the board for taxation the smallest possible. Look depot grounds is worth the same as it would Omaha & Southwestern. Now the original be in the sandbille. Take the Omaha road, owners have little or nothing to do with it, but it is the Burlington system and cred dollars an acre. Now look at its grounds at Omaha and takes the road in clear to Oreapolis, and then sgain down it in Saline and these other counties. The total of \$6,500 per mile, in my judgment, would scarcely be represented in Omaha not an extravagant estimate to say that stoner of Omahs stating that the land the Burlington depot or station and the adjacent to the Webster street station is grounds at Omaha, with all their terminal facilities and tracks, are worth \$1,000,000. sents 40 per cent of its value. So that at Now, at one-fifth of that you would have 50 per cent it should have been \$2,000 in \$200,000 for assessing purposes, and divid-Now, at one-fifth of that you would have ing that by fifty and distributing it along you get \$4,000 a mile for your road, but you have the ridiculously low estimate of have included in this the entire equipment, passenger and freight depots, and includes I don't know how many acres, but quite a large acreage of depot grounds between Omaha and Oreapolis, and down in Saline and Gage countles. Now, does it stand to reason that Douglas county, with four and eighty-two-one hundredths miles-that is all we should have gets but about \$34,000 of assessed valuation out of that Omaha & Southwestern road, when we have over \$1,000,000 worth of tangible property within the city limits of Omaha? It does not seem to me to be just and reasonable. It is not reasonable as compared with the assessment on all other classes of property in this state. We must always, as I said at the outset, bear in inind the relative value of the ground or right-of-way of a railroad in the locality it occupies. It is not to be strung out promiscuously and be conof the road to the other, but it must be valued according to the relative value of the adjacent property wherever it may be located. That alone could give any just conception or furnish a basis for computation of the value of tangible property.

"It stands to reason that the depot grounds at Grand Jaland are worth more than the depot grounds at North Bend, and the depot grounds at West Point are worth more than they would be at some small watertank station. The value of the property must be assessed according to its relative salable value in the neighborhood of

its environments.

Comparisons Are Startling "Now the thing that has struck me very orcibly has been a comparative exhibit of the valuations of railways between 1900 and 1890, and I find this state of facts: 1 assessed—that is the main line was assessed—\$233,703 more than it was in the year 1900; the Mebraska railway, \$100,968; the Republican Valley, at \$458,825; the Atchison & Nebranks, \$125,722; the Lincoln & Northwestern, at \$126,446. These are all in the Burlington system. The Nebraska & Colorado, \$685,766; the Union Pacific, \$766,240; the Omaha & Republican Valley, \$620,961; the Kansas City & Omaha, which is another Union Pacific line, \$192, 95. The Fremont, Eikhorn & Missouri Valley railway was assessed at \$961,230 -less n the year 1900 than it was in 1890, nearly 11,000,000 shrinkage in the value of that road. I will not pursue this any further, but what I have called attention to ought to set you to thinking. Is there any railroad in Nebrasica today, is there a mile of railroad anywhere that is worth less than it was in the year 1890. Have not all the roads been materially improved? Have not their tracks, their equipment and their rolling stock been materially improved and increased, and can anyhody, equarely looking the matter in the face, declare upon honor that these roads are worth less today than they were in 1890, twelve years ago? Surely not. Whatever may have hanpened within the interim to lessen the vale of property in the state of Nebraska, there has been an elasticity and a gradual restoration of conditions, and today there s not a railroad in the state, and I make bold to say, at any rate nor a trink line, that le not worth double the money, judged

by its earning capacity and its salable value

Change Not Explained.

'Now in 1890 we had 5,157 miles of road and today we have 5,704 miles. In 1901 we had, if I remember right, something over 400 miles more of railways to assess than we had in 1900, and yet the difference in the valuations on these railroads was over three and one-half millions, that is to say, the assessed valuations of the rallroads in Nebraska in 1900 was three and one-half millions lower than in 1890, with four hundred and fifty odd miles of railroad less than we had last year. Conceding that there has been a fluctuation in the valuations of city property, and we know there has been a general shrinkage, there has also been an upward tendency, and the railroads have had the very best of it. Pacific, for instance, It has changed its has put millions of dollars into its roadbest roads in the world; it is equal today to the Pennsylvania, the Lake Shore or the Michigan Southern, and the Michigan Central is assessed in the state of Michigan at \$80,000 a mile. Now, I wouldn't say that our roads should be assessed at anything like that, but I am only calling attention to the contrast. Assuming that those two roads that I have mentioned have double tracks and ours only a single track you will find in the state of Indiana the second track has been appraised at an average of about \$10,000 per mile and the first tracks are valued anywhere from five thousand to fifty sixty thousand dollars per mile. As stated, Indiana perhaps has the most perfect system of railroad assessment I know of. They assess every station, handcar house, coal house; even the outhouses Take Wabash county, Indiana, station, \$400; handcar, \$20; coal house, \$20; closet, \$10; surely when you come to consider the value Logansport, station, \$1,200; baggage room, \$75; freight house, \$1,000; two handcar houses, \$40; car repair house, \$25; yard offices, \$25, and so forth. In Jeffersonville they have the freight house assessed at \$3,000; passenger station \$1,200; they assees the water tank \$500.

Earnings a Basts.

"I have dwelt upon the radical differences between the valuation of twelve years ago and last year to indicate that even if no value is to be placed upon the intangible property, which I consider all wrong because, as you will note, the constitution makes the roads report their earnings, I mean the statute does-and the statutes would not require the earnings to be reported unless the earnings are to be considered as an index of its intangible or earning capacity.

"The tangible property of the roads i assessed way below what it should be, assuming that it were assessed proportionately to all of the property returned. I insist that property that is not returned cannot be considered as an element by your board. There might be millions, and there are undoubtedly many millions of property, mortgages, notes and securities of every description not reported, but no assessor can take that into consideration nor no Board of Equalization; all they can take into consideration is the assessed valuation of the property returned, and the relative value of one class of property returned to all other classes of property.

Sample of Discrimination. "I now desire to call the attention of the board to the marked discrepancy, or per haps you had better call it discrimination, in the assessment of certain parts of the five railroad systems, beginning with the terminal facilities and depot alone. It is Burlington and Missouri River railroad. That road was originally chartered from Plattsmouth to Kearney. Kearney was its western terminus. Today the western terminus of the Burlington road is Denver, and its traffic over the main line passes westward from Hastings, not touching Kearney; the road so far as its earning capacity is concerned is to all intents and purposes as good west of Hastings as \$334,000 for the entire fifty mfles, and you the Union Pacific is west of Grand Island. Now you will find that the assessment of the Union Pacific is uniform at \$9,800 per mile from Omaha to the western bound ary of the state last year, but the Burlington line was assessed only at the first for class rate of \$10,580 for a distance of 191 miles, from Plattsmouth to Kearney; that portion of the road between Hastings and Kearney doubtless is worth less, and I see no reason why the extension of the main line of the Burlington road from Hastings to the Colorado line should not be appraised at the same valuation that the line from Plattsmouth to Hastings is appraised at; that is, if it is just and proper that the Union Pacific should be appraised at the same rate from Omaha clear to Cheyenne county at one rate, the Burlington should surely have the same appraisement. You will note that the Eikhorn road is appraised at a uniform rate from Blair to the western boundary of the state, and no distinction is made no matter by what name the road may go.

Injustice Made Apparent.

"It seems to me that this is an inexcusable discrimination in favor of one system and against the other, and incl dentally does injustice to the state at large. If the policy of designating an imaginary line or a connecting point for a difference in assessment is to hold good on one line then you might with the same propriety appraise the Union Pacific as far, we will say, as Kearney, and then reduce its rate from there westward, pro 'rata with the character of the country and its traffic. You will also have to do the same with the Elkhorn road west of O'Neill, perhaps, but you have a uniform rate for each of those lines clear through from the Misfind that in 1890 the Burlington road was souri river to the western boundary of the state and you do not have a uniform rate for the Burlington. Why that should have been perpetuated is incomprehensible. was all right originally, when the Burlington did have its western terminus at Kearney. We come then to two lines that are also in a very peculiar contrast with the main line of the Burlington. I refer to the Omaha & Southwestern and the Omaha & North Platte, so called. The Omaha & able health I was visiting at my daughter's Southwestern from Omaha to Oreapolis is up in Indiana. She prepared Grape-Nuts certainly as valuable, considering the fact Breakfast Food for me, the first I ever that it includes the terminal facilities at tasted. Omaha, as is the road from Plattsmouth to Lincoln and westward, and yet the one is assessed at \$6,500 per mile and the Burlington at \$10,580. The road from Omaha to Lincoln, that portion of it that runs as far appetite for it. After I had been using as Ashland and connects there with the main line of the Burlington, is called the Omaha & North Platte for convenience and also for taxation purposes, and gets the same rating that is given the Southwestern, viz., \$6,500 per mile, when it should be rated at the same ratio as the main line of the Burlington. I do not contend that the line running up from Ashland to Schuyler should be assessed the came way because it is not used as a part of the main line of the Burlington. Question by auditor: "It has all got to

be assessed together as the Omaha & North

Covenience for the Burlington. Mr. Rosewater: "Assuming that to be true, is there any reason why it should not

be assessed higher. You could link the main line of the Union Pacific to the Colum bus and the Boone county line up to Albion and then call it another name, and decrease its appraisement proportionately. This is simply a matter of convenience in the Burlington system. They should have started their line from Ashland north and the west side of the viaduct on Tenth street in Omaha, so as to avoid getting their depot into it and then run it up and throw it in

there as a side line which is not of the same value within \$4,000 per mile. When the Burlington was transferred to he Northern Pacific in the recent deal they paid no attention to the imaginary boundary ine; they took the stock of that company whether it represented the main line or the side lines, and allowed two hundred cents for every dollar of stock in 4 per cent bonds, and I don't see why at any rate that portion of the road from Omaha to Ashland should not be appraised at the same rate and the other at a lower rate, and then line drawn between the two at a different rate, of course, that would make it something less than the main line, but still at a higher rate than a line that runs nowhere. The line from Omaha to Oreapolis and the line that runs to Ashland should be appraised at the standard rate of the Burlington main line.

Two Other Offenders.

"Now we get to the two other lines that o all intents and purposes should rank as first-class railroads. The Chicago, St. Paul, Minneapolis & Omaha road, which was assessed last year at \$5,200, should rank with the Burlington main line. It does not seem to me that there is any material difference between that road, running between important traffic centers, and the road from Plattsmouth to Lincoln, or from Lincoln to Hastings, or the Southwestern, or the Omaha & North Platte; the Southwestern and the North Platte and Omaha and North Platte are both assessed at \$6,500 and the other at \$5,200. Why such a discrepancy should be made I cannot comprehend. Then we come to another question. Why should there have been a reduction equal to about 0 per cent on the Elkhorn system between 1890 and 1900? That is very unreasonable and ought not to have been perpetrated. That road is appraised at \$3,600 now, and twelve years ago it was appraised at \$5,000. The Elkhorn road was certainly represented before the board of 1890, all those roads were, and if that board did not do them an injustice then-and I do not believe it did-I do not believe they have been unjustly treated at any time so far as the appraisement of their property is concerned. They certainly have no reason for asking that you should take off onethird of their value at the present time, when they are so prosperous and the road is improving constantly, increasing its traffic and increasing in its general market

value. Not Debating Franchises.

"I am not discussing the franchises, but

simply discussing the physical properties. Everybody that travels over that road knows it is a better road today than it ever was; that the population along its line has been increasing; that the arable lands have been increasing in their production and that they have carried a great many carloads of freight and a great many more passengers than they did twelve years ago. Now I do not want to do any of the roads an injustice, but simply suggest to the board that these discriminations seemed to have been repeatedly made because they were made originally; various boards seem to have continued these abuses, probably because no one has appeared before them to object; I cannot comprehend any other reason. I feel sure, as I said before, that the roads were fairly treated in 1890, and if reductions were made during the drouth ance of the people of the state, and they ought to share it willingly, without grudging because there has been no war made upon their rates; they charge all the traffic will bear and 'Jones pays the freight.' We will all pay back this tax. It seems to me the state and county government must be carried on and the people are bearing about all the hardships they are able to bear in this state, and the railroads ought to now voluntarily assume their due proportion of the burdens. know that there has been a material shrinkage in the appraisement or assessment of other property following the crists of 1898 and the drouth years of 1894 and 1895. While the lands in this state have materially increased in value within the last six or seven years the town lots that onstituted a very large percentage of the valuations before 1893 have not correspondingly increased. In fact, they have shrunk cillions in Omaha and Lincoln, and a very large proportion of those outside town lots never will reach the boom prices again. That accounts for the difference between former appraisements and later

Appeal for Taxpayers.

"In conclusion I desire to appeal to the poard on behalf of the great mass of the taxpayers and trust that they will give very serious and careful consideration to the points I have raised here and take the physical improvements and properties of each road into consideration and the betterments they have made and compare them with the former appraisements. That is to say, endeavor to ascertain where and why there has been such a shrinkage, and certainly there can be no good ground for assuming that the railroad companies returned more property for appraisement welve years ago than they do now. They have a very much better equipment, heavier rails, improved stations, their right of way has doubled and trebled in value and I cannot comprehend why they should not be appraised very materially above what they have been when we were at high water mark in 1900."

MUST EAT SUGAR.

Why People Have a Strong Appetite That Way.

When food is properly digested and absorbed into the system diabetes, dyspepsia and such diseases do not occur, and if. after these diseases have attacked the stomach and kidneys, the right kind of food is used, it will generally cure unless the disease has made too much progress. A merchant in Young, O., E. D. Leedow says: "Last August when I was in miser-

"I had diabetes and dyspepsia, with sour stomach, from almost everything I ate. Of course the doctor kept ms from cating sugar, but I had an almost ungovernable Grape-Nuts every day for a short time my appetite for angar was satisfied. I got the Grape Sugar from the food and it agreed with me perfectly.

sgreed with me perfectly.

"My dyspepsia left and I began to sleep well at night. I have kept up the use of Grape-Nuts and feel like a new man all over. I liked it so much and it agreed with me so well that I said nothing to the doctor for fear he might make me stop it as he had most everything else I tried to eat, but one day I told him it was the food I was using that improved me so much. He asked what it was and when I told him Grape-Nuts' he said there was no better food made. You are at liberty to make use of any part of this letter you desire, for I am more than grateful fer the good the food has done me."

rations. It contains:

Two hundred thousand pounds of bread, \$5,000 pounds of five. \$50,000 pounds of four. \$50,000 pounds of five. \$50,000 pounds of four. \$50,000 pounds of five. \$50,000 pounds of four. \$50,000 pounds of fou the good the food has done me.

PUSH MAGOON FOR A PLACE

Nebraska Senators Urge Lincoln Man for Judge of Court of Claims.

called it another line, but they start with COMMITTEE CONSIDERS A GRAZING BILL

Present Measure Designed to Favor Homestead and Small Herd Owners as Against the Big Cattlemen.

(From a Staff Correspondent.)

WASHINGTON, May 14 .- (Special Telegram.)-Senators Dietrich and Millard had an interview with the president today to urge the appointment of Charles E. Magoon of Lincoln, law clerk of the Risular division of the War department, for the vacant position on the court of claims bench. A week ago or more the Nebraska whether fresh water and supplies are senators presented Mr. Magoon's name to the president as one especially fitted for the position. It is understood that Secretary Root is inclined very favorably toward the Nebraskan's candidacy. Senators Elkins and Scott, however, have presented the name of ex-Governor Atkinson of West Virginia for the same position, while Senators Hanna and Foraker of Obio are urging the nomination of D. K. Watson, former attorney general of that state and at present a member of the codifying commission When Mr. Magoon's name was presented by the senatorial delegation from Nebraska some days ago it was thought that he stood little chance of securing the nomination, but the senators have been so persistent in urging the Lincoln man it is now believed that the position will either go to Mr. Ma-

Another Grazing Bill Up.

goon or ex-Governor Atkinson

The committee on public lands, of which Representative Lacey of Iowa is chairman. had up for consideration today Mr. Lacey's bill granting grazing privileges to homebill, which seems to meet more nearly the response to his appeal. wishes of the small cattle growers and nomestead settlers, so far as the opening of the public domain to grazing is concerned, than any other measure which has 'City, is designated by the secretary of war been introduced during the present session to take charge of any contributions that of congress. The bill aims to improve the may be made by citizens of New York and use and protect the grass upon the public other cities for the sufferers in the French domain in the vicinity of lands owned by West Indies and which the citizens' comhomestead settlers and farmers, and to prevent monopolization of the range by owners of large herds of live stock. Major Lacey, in speaking of his measure, said that he had received hundreds of letters commending the bill and only one criticising it, which came from an owner of a very large herd of cattle. After some discussion in committee today it was decided to make the Lacey bill a special order for May 28. While it is not expected that the bill will pass both houses of congress at this session, it is the desire of the committee, so far as can be ascertained, to get the bill in position for passage at the short session of congress.

Valentine Wants Land. The committee on public lands of the charge, d'affaires, presided. house today ordered a favorable report on Senator Millard's bill selling to the town of Valentine 720 acres of land configuous to the town and which is now the part of the site of the Niobrara military reser- lets, the remedy that cures a cold in one vation which is not used for that purpose. The bill provides that the government shall accept \$2 per acre for the site desired. Representative Mercer appeared before the committee this morning in behalf of the Representative Burkett was informed by period and following that a change has the Postoffice department today that two

come; prosperity is here and they ought to rural free delivery routes had been ordered share the burden of taxation with the balcounty, and one route out of Firth, in Lancaster county, effective July 1.

Senator Millard stated today that he had received information from Superintendent Machen of the rural free delivery service that Columbus, Neb., has been designated a rural free delivery route with three carriers, effective July 1.

A petition signed by 100 or more business men and firms in the vicinity of Tenth and Howard streets, Omaha, was received today by Senator Millard, asking him to have the substation of the postoffice which is ordered located at Tenth and Farnam changed to Tenth and Howard, and that S. M. Bemrose be made manager of this station, in view of the fact that Mr. Bemrose has been furnishing stamps to business men and firms in that vicinity for the last two years without profit. The senator said that the petition properly belonged to Postmaster Crow and would be sent to him for such action as he desired."

Senator Gamble, from the committee or Indian depredations, of which he is chairman, reported favorably today a bill for the relief of John Hornick of Sloux City and sending it to the court of claims for an entry of judgment amounting to \$1,500. Postal Matters.

Postmasters appointed: Nebraska-Wilsonville, Furnas county, W. W. McGaw, vice D. F. Smith removed. Wyoming-

Dana, Carbon county, W. D. Asire. Rural free delivery routes will be established July t as follows: Nebraska-Columbus, Platte county, three routes; area covered, eighty-eight square miles; population, 1,840. Dawson, Richardson county, two routes; area, fifty-five square miles; population, 1,000. Firth, Lancaster county, oue route; area, twenty-eight square miles; population, 500. Marquette, Hamilton county, three routes; area, eighty-two square miles; population, 1,415. Iowa-Garden Grove, Decatur county, two routes; area, forty-six square miles; population, 858 Keota, Keekuk county, one route; ares, thirty-six square miles; population

A postoffice was ordered established at Galbraith, Kossuth county, Ia., and William C. Bissell appointed postmaster. The postoffices at Huron, Jay, Kingston, Northfield and Smyrna, Des Moines county

Iowa, have been ordered discontinued after

June 30. Otto Kohler of Westphalia was today awarded the contract for carrying mail from Westphalia to Earling, Ia.

(Continued from First Page.) from this port. It will arrive at its desti-

nation Monday. Never, even during war time, did the

army subsistence department make such a record in collecting a shipload of food suppiles. It was done in twenty-four hours time, Colonel D. L. Brainard bringing fron Philadelphia three carloads of supplies needed to make up the shipment and purchasing the rest here.

The Dixie's cargo will comprise 900,00 rations. It contains:

partment this morning received a number of messages nearing on the Martinique An Unequaled Record. phanding Potomse, sent the following from Fort de France, dated yesterday:

Inhabitants of St. Pierre and sixteen ves-cels totalle destroyed. Surrounding villages unishabitable. Island covered with destruc-tion. Ashes within five miles of Fort de France. Provisions needed for 50,000 refugees within ten days. Donated extra stores. Inform commandant at San Juan. Commander McLean of the Cincinnat cabled from Fort de France under today's date as follows:

Arrived at St. Pierre this morning. Came here on message, assisting government a Martinique, News disaster St. Vincent have sent Potomac. Will follow if neces-sary. Admiral Barker, commandant of the

Brooklyn navy gard, telegraphed as fol-OWEI Bulk of freight, removed from Buffalo t can sail at any time with two hours ofice.

Secretary Hay today received the follow ing cablegram from Consul Ayme in answer to the secretary's inquiry as to heeded:

Water not needed, but food imperative for 50,000 refugees. I have cabled this to the governor of Porto Rico, answering his query as to what was wanted. I shall stay here to distribute supplies. The Cincinnation here.

-To Delay the Appropriation

Members of the house appropriation of considering ah additional appropriation for the relief of the people of Martinique. They say that until it is demonstrated that and ailments. the sum of \$200,000, already appropriated, is not sufficient to meet the needs of the sufferers it would not be advisable to appropriate an additional amount in view of the widespread dorations now being made and All ranks and conditions of our population the relief work that is being done to

succor the living and care for the dead.

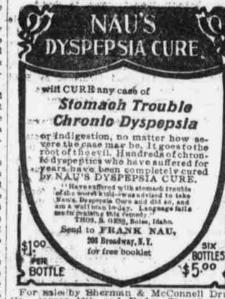
Practically all of those who were named the president to serve on the Martiniqua relief committee have wired their ac ceptance and have indicated a willingness to enter heartily into the work of raising stead settlers and holders of small farms and receiving contributions in aid of the in arid and semi-arid regions. Members sufferers, Already large amounts are rethe committee generally expressed ported as having been received and the themselves as favorably disposed to the president is much gratified at the prompt

Major D. L. Brainerd, commissary of subsistence, United States army purchasing commissary, Army building, New York mittees may wish forwarded through the War department. All stores will be turned over to Major Brainerd, who will prepare the same for shipment, giving receipts and rendering account to the commissary general of subsistence of all stores received and disposition made.

ROME, May 14 .- The pope has contribited 20,000 lire to the fund being raised for bors weeks and months ago. the relief of the sufferers from the Mar inique disaster.

PARIS, May 14 .- The meeting today called the American Chamber of Commerce to raise funds for the relief of the West Indian sufferers was well attended and over 12,000 francs was subscribed in a few minutes to aid the destitute people at Mar-Henry Vignaud, the United States tinique.

d time? ya B. W. Grove. This name must appear on every box of the genuine Laxative Bromo-Quinine Tabday, 25 cents.



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