

Telephone, 615-604. WE CLOSE SATURDAY AT 6 P. M. Sun, May 18, 1902.



Handsome All Wool French Challis..

A 50c Quality, Monday Morning at 19c a yard.

About thirty-five pieces to choose from, in small polka dot and figured effects, new blue, pink, gray, Yale blue, turquoise, old blue. Nothing wears better or looks handsomer, in all the new goods, than a dress of this dainty, soft, clinging fabric. Special price Monday morning, 19c per yard.

Summer Wash Goods

Buy your wash goods now, before the real rush sets in. You'll have more time now to find what you want, besides, the assortment is better now.

- Lots of styles are being sold every day, that we cannot duplicate. Zephyr gingham, 12 1/2c a yard. Madras, 15c, 18c, 20c, 25c, 30c, 35c, 40c, 45c, 50c per yard. Oxford, 25c and 40c per yard. Dimples, 15c, 25c, 30c, 35c, 40c, a yard. Tissues, 10c, 12 1/2c, 15c, 18c per yard. Batiste, 10c, 15c and 18c per yard. Lace Lenox, 15c, 18c, 20c, 25c, 30c, 35c, 50c per yard. Chambray, 12 1/2c, 15c, 18c, 20c, 25c, 30c per yard. Mercerized Zephyr, 20c and 25c per yard. Duck Suitings, 10c and 15c per yard. New Hop Sackings, 12 1/2c per yard. Galatea Cloth at 15c per yard.

Embroideries for Graduation

Neither pains nor expense have been spared to make this stock the first of its kind in the city, and the pleased expressions of our patrons give us the assurance that the goods and prices are right.

Many handsome outfits have been planned and sold. The stock is large and there is many more to select from. Handsome Swiss flouncings, range from 75c to \$2.75 a yard, with narrower widths, insertings and all-overs to match.

We have a large line of embroidered gowns and insertings for summer gowns.

Parasols

Our parasols are made by one of the best manufacturers, acknowledged to be leaders of fashion in their line.

We are showing some of their prettiest styles in the most popular colorings. Prices, \$2.50 to \$18.00 each.

Long Gloves— We have received a new line of 16-inch suede kid gloves, in black and white, at \$2.00 per pair.

THOMPSON, BELDEN & Co.

Y. M. C. A. BUILDING, COR. 16TH AND DOUGLAS STS.

goods in and he must make a showing of the tangible property, while the stock is not assessed. Or, take, for instance, a department store, the stock of the department store may be very valuable, it may be worth 300 cents on the dollar, but the department store is only taxable for the merchandise it has on hand. It cannot be taxed for the good will, when it has been built up by years of advertising. It may spend \$5,000, \$10,000 or \$15,000 a year in advertising. It has built up a big trade and that trade may yield them an enormous profit and they divide that profit among themselves, but that profit is not the basis of taxation. That would be an income tax. It is the tangible property, the goods on hand, the merchandise, the money, credits or bills receivable are all to be returned and that is all there is to it. Now, it is so with banks. You take a banking corporation; it has a franchise because it has the right from the state or from the nation, but the franchise is not taxable at their selling market value. It is only the capital actually invested that is taxed. Its stock might be worth 500 cents on the dollar. It is only the money actually invested in the bank that is taxable, but with a franchised corporation there are other things. Take the privilege of transporting goods for the public; it is such a privilege that gives it an extraordinary value and gives it an earning capacity way beyond the ordinary investment. If we should take, for example, the tangible property of a railroad, its ties and rails, its rolling stock and its material they would not make a small figure in the value of the property in that shape, but the moment they take a right-of-way from the public for the purpose of transporting merchandise or become a public carrier the public must pay the toll subject to the restrictions of the state.

unproductive property has been dumped in and merged with productive property and you have a very great difficulty now in ascertaining which is which, the productive and unproductive have all been put into one pool. Now the Union Pacific has returned an earning capacity for all its mileage in this state of \$4,700 per mile. That represents a 7-10 per cent on \$100,000 per mile. If the road was worth \$100,000 per mile and you paid \$4,700 for the use of that road, you would be getting a return of 4.7 per cent. Now, the value of that road, whether you called it the franchise or any other thing, I don't care, but here the Union Pacific has dumped into its system the roads running throughout the states of Kansas and Nebraska and upon that every foot of that line is earning \$4,700, whereas certain lines are not earning one-half or one-fourth of that, while other parts are earning twice that much. Now, how are you to tell which is which? You have only their report before you; they have made a tangible showing of earnings for the entire mileage. You will have to do one of two things; separate those lines and pile up the big earnings upon the main line, which has earned the bulk of it or tax all alike. There is no doubt but what any road that fails to earn enough to meet expenses that its franchise is worth nothing and such a franchise cannot be assessed, but if its earning capacity has gotten to the point where it pays a large dividend or reasonable dividend on its stock and pays interest on its bonds it then becomes a clear case and there should be no question about it. It is just for that purpose that the constitution has expressly provided that the franchise should be included with the property because these special privileges are granted only a few corporations and they should pay back to the state something for what it has done for them. The state of Minnesota now is going to take 3 per cent of the gross earnings. When the Illinois Central was chartered, Stephen A. Douglas put in the land grant that the Illinois Central should pay into the state of Illinois 5 per cent of its gross earnings and the result now is that the road pays a colossal amount into the state of Illinois. I do not know how many millions it pays, but it comes to a very large amount.

Mr. Agor: "Would you consider it proper to tax the franchise of a railroad that is losing money?" Mr. Rosewater: "Its franchise would be worth nothing under those circumstances. The moment you show that its stock is not selling—take for instance the Union Pacific, when it was in the hands of receivers, its stock was selling then for 5 cents on the dollar—you couldn't have taxed it then for any more than its tangible property, but now it is of value, but in two years from now or ten it may go back to where it was. A season of depression might strike the country."

Mr. Rosewater: "I will show you. At the present time railroads are bonded usually for 100 per cent of their cost to build them, that is, they are not to drop any more; it has been converted into bonds. Mr. Agor: "Take some other road." Mr. Rosewater: "If we had a drought here this year there would be a drop in the stocks of all the roads. You must remember that while the Burlington has not issued as much stock as the Union Pacific their stock is worth 300 cents on the dollar and they have traded that for 4 per cent gold bonds, and their stock must be rated at that because it sold for that in cash; they took cash for the bonds."

All Run Down In the Spring.

That is the condition of thousands whose systems have not thrown off the impurities accumulated during the winter—blood humors that are now causing eruptions, feelings of weakness, loss of appetite and other troubles.

HOOD'S SARSAPARILLA removes all these humors, cures all eruptions, clears the complexion, restores appetite, renovates, strengthens and tones the whole system.

This is the testimony of thousands, annually. "We have found Hood's Sarsaparilla an excellent tonic in the spring. It cleanses and tones up the system and overcomes the languid feeling which is apt to come with warmer weather." Mrs. Caroline A. Ingram, Algona, Iowa.

Hood's Sarsaparilla Promises to Cure and Keeps the Promise.

once it would sell for a very small price, but it is because it is not all being sold at once that it has a price. Here comes the question. The valuation is supposed to be on a cash basis. Now the assessors, while it is not legal to assess the value of property and they have undervalued it in some instances, as I am told—I do not know that—as to only bring in 10 per cent. In some instances 15 per cent, some 20, and in our town proper it comes to 40 per cent and in the county only 20 per cent."

The Auditor: "The assessors agreed on one-tenth." Mr. Rosewater: "Well, if they did, then that is it. In 1891 it was assessed at 20 per cent. Now assuming that one county is in one shape and another in another like this, that if you could figure out the valuation of each county and its pro rata so as to say—to illustrate—supposing a return has been made of \$1,000,000 and there are \$10,000,000 worth in the county, being assessed at one-tenth. Now, if another county might return \$1,000,000 and it would represent instead of \$10,000,000 only \$5,000,000, and in some other counties \$6,000,000. Now the aggregate of the whole would give you the average. Suppose there was \$100,000,000 returned to you and one county had returned one-tenth, another at one-fifth, another at one-twentieth and you come to aggregate it together, you would strike about the average of what the whole state is being assessed for. Now, if the law would permit it, it should say that the roads should be assessed according to a standard in each county, that is, if a county returns ten miles of road it should be taxed proportionately with the other property in the county. That would be reasonable and right, and then the roads should be assessed proportionately with all other property of that county."

The Governor: "Now you stated the other day that in your opinion the railroads ought to pay one-sixth of the total tax of the state." Share of the Railroads. Mr. Rosewater: "That is a mistake. I think you misunderstood me. What I said was this, that they did pay that now; that is, the railroads assessed heretofore paid about one-sixth of the total tax. There was one hundred and eighty millions of property returned in this state—they had about thirty millions of assessment, of \$29,500,000. That represented about one-sixth of the total value at that time; five-sixths of the property is not railroad and one-sixth of the railroads. It is about that that is the only question. If that twenty-nine million, or whatever it may be, is the correct ratio to all the other property, then the railroads are not paying too much or too little. It is about right. But if the railroads are not in proportion to the other properties—that is, if they have a larger amount, taking the whole property just as it comes in—that is, supposing Douglas county brings in here, outside of all railroad property, \$25,000,000, assessed at 10 per cent, and another county brings in \$10,000,000, and another \$5,000,000, etc. When you have got it all sized up you will know how much property there is in the state at large and its pro rata to each other. Then it would be easy enough to find out, if you knew the cash value of the railroads, what you have to ascertain first—then you can divide the cash value by the aggregate pro rata to the other and you will know whether or not the roads are doing the fair thing. If, for instance, we only had lines that were incorporated in Nebraska, and their capital stock was all in Nebraska, and its bonds were all known, it would not take very long to find out just what that road was worth, or all the roads together. Assuming that one hundred and fifty millions is now the return of the state, that is, outside of the railroads, and if it is assessed at one-seventh that would mean that the actual value of property in this state is \$1,650,000,000. That would be \$1,000 for every man, woman and child in the state. Now, then, we would want to know how much these railroads represent. This is the total value of the Union Pacific, is bonded at just about \$100,000,000. The Burlington is nothing like that; they have a very much lower valuation in their stocks and bonds. They do not get up to much more than sixty-odd thousand dollars. Now, the Burlington has twice the mileage and has a value of \$130,000,000, and the Burlington, with all the other roads would aggregate about \$500,000,000. Now, that would only be one-fifth of the total."

Taxes and Earnings. Mr. Agor: "Suppose a new road, or take the Union Pacific today, suppose it was earning just exactly 5 per cent on its actual stock. Would you then take a franchise in at 4 per cent, or whatever may be considered as a low rate or reasonable rate of interest, or would you tax it as franchise in the same ratio as other property. Where would you begin to tax them?" Mr. Rosewater: "I will show you. At the present time railroads are bonded usually for 100 per cent of their cost to build them, that is, they are not to drop any more; it has been converted into bonds. Mr. Agor: "Take some other road." Mr. Rosewater: "If we had a drought here this year there would be a drop in the stocks of all the roads. You must remember that while the Burlington has not issued as much stock as the Union Pacific their stock is worth 300 cents on the dollar and they have traded that for 4 per cent gold bonds, and their stock must be rated at that because it sold for that in cash; they took cash for the bonds."

Mr. Rosewater: "I would assess it at whatever it came to within the year." Mr. Agor: "Suppose the crop failed?" Mr. Rosewater: "If they are not to drop any more; it has been converted into bonds. Mr. Agor: "Take some other road." Mr. Rosewater: "If we had a drought here this year there would be a drop in the stocks of all the roads. You must remember that while the Burlington has not issued as much stock as the Union Pacific their stock is worth 300 cents on the dollar and they have traded that for 4 per cent gold bonds, and their stock must be rated at that because it sold for that in cash; they took cash for the bonds."

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its actual value, railroad property should be assessed the same?" Mr. Rosewater: "Yes, no more; no less. That is the law." The Governor: "I would like to ask my question. From all the information you can get I would like your opinion as to what percentage of the actual cash value of railroads, provided we have the actual cash value of the railroads now, that is, including stocks and bonds, what percentage should we appraise these roads at for the purposes of taxation to be equitable with the other property over which we have no control, say during the year 1902?"

Mr. Rosewater: "I should say not less than 15 per cent, 15 or 20 per cent, and that would probably be giving them the benefit." The Governor: "At 15 or 16 per cent of the actual value?" Mr. Rosewater: "Yes, sir."

About "Actual Value." The Governor: "Providing we could find the actual value. Now, then, speaking of the value, providing we take the stocks and bonds outstanding on the market as returned. If we assess those at 15 or 16 per cent—15 or 16 per cent of the sum of the stock plus the bonds. Would that be right?" Mr. Rosewater: "That would be about right. But I would not take the stocks at their market price. There is a difference between price and value. The value of a thing is what it costs to reproduce it; the price depends upon the law of supply and demand. In the market the price of stocks may go up beyond their actual value because there is a gambling element and they may be run up for gambling purposes, so I would not assess the stock exactly at the price it is running in the market. I would discount that and see what the stock sold for at the lowest rate, say with a year or so, and take the lowest rate as being the probable value of that stock. The other is simply the gambling value, and that you cannot take. The Union Pacific now is selling at a premium, but that does not show it is worth it."

The Governor: "Now, the B. & M., you say, is of less value. It is assessed at about \$60,000 valuation per mile." Mr. Rosewater: "There is just this difference between the B. & M. and the Union Pacific." The Governor: "We have it assessed at nearly twice what it would be at your figures." Mileage and Valuation. Mr. Rosewater: "I know, but you must remember that the Union Pacific assessment only represents the 477 miles of the road that they have returned between Omaha and the western boundary of the state; the other part of their road, which has more mileage than that, is assessed way below the cash value of the road. The Governor: "You contend that all of these branch lines are worth \$100,000 per mile, the same as the main line?" Mr. Rosewater: "Well, it has been stocked that way and bonded that way. Their stocks and bonds represent the aggregate value of the road."

The Governor: "From the best information we have it is about \$45,000 per mile instead of \$100,000." Mr. Rosewater: "I have taken my estimate here of 15 per cent from what I have seen and I haven't seen the returns from any counties." The Governor: "We have them from every one." Mr. Rosewater: "I haven't seen them. I can only say, if that is the average, then that would be all right; it may be 15 or 20 per cent less."

The Auditor: "The assessors in Saunders county agreed to assess the real estate at one-tenth." Mr. Rosewater: "Then the lines in Saunders county should be assessed that way, or else you have got to strike a balance, between the \$100,000,000 of property, Saunders county may have \$2,000,000, and that leaves the \$98,000,000 that is at a different rate, so you have got to strike a balance somewhere, but I don't know where that would be. Now, you spoke about the Burlington. You must remember that while the Burlington has not issued as much stock as the Union Pacific their stock is worth 300 cents on the dollar and they have traded that for 4 per cent gold bonds, and their stock must be rated at that because it sold for that in cash; they took cash for the bonds."

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roads to pay a penny more or a farthing more than I do or anybody else and they ought not to ask to pay anything less."

Mr. Agor: "Would you be satisfied if you were permitted under the law for Douglas county to assess the Union Pacific and the Burlington depots, their terminals, and whatever tangible property they have in Douglas county or in Omaha for city purposes. Wouldn't that bring about the result that you are now contending for, and that that is your idea of the proper and right way to assess the property?" Mr. Rosewater: "My idea about that is this: That it should be done under the Indiana rule; the main track should be assessed from end to end and the local improvements should be credited to each locality because such locality furnished police, fire protection and pavements, and does all the work necessary; that is, the municipal or county government contributes as much to that property as it does to any other class, and it should be credited to that locality. That is the only way it is put in the dump and nobody gets anything. Can you tell me where the Burlington depot has disappeared, in the fact—omitted pit of the Southwestern railway. It is only assessed \$6,500 a mile?"

Mr. Agor: "There are hundreds of miles out in the western part of the state that got the benefit." Burlington Disputes Depots. Mr. Rosewater: "No, sir; not one penny. It is credited to the road on which it is located. The Union Pacific depot is credited to that road and the people on that line. Now, whatever you have in Lancaster county on the B. & M. not a dollar of it can go to the Union Pacific, may can the Union Pacific go to the B. & M. It is like a fellow that had been eating a great deal and filling himself up, but still remains lank and lean. He has been taking it all in and yet cannot show anything. That road is not worth a cent more today than it was without the depot. It was assessed at \$5,500 before the depot was built and it is assessed at that now."

Mr. Agor: "Do you suppose you can ever get the representatives from the counties outside of Lancaster and Douglas to tax everything in Douglas county belonging to the railroads, including its terminals and everything, for the benefit of Douglas and Lancaster counties?" Mr. Rosewater: "I think they have been buncoed so much, but they are not likely to be fooled again. I will send them credit for being chumps. If they have been honest and square and will investigate it for themselves they will find out they have been buncoed, because not a penny has reached anywhere out on the line. Can you tell me how much Lincoln county or Hall county or Buffalo county have received out of the Douglas county property of the Union Pacific? It has all gone down to the bottom of the sea."

Mr. Agor: "Haven't the terminal facilities gone in to swell the average per mile of the Union Pacific?" Mr. Rosewater: "In the western part of the state they have been raising the valuations because out west wanted to show they had lots of property and they raised the valuations on their lands and personal property more than they did in the east, but they have received no benefit from it. Can you look into the records of this office today and find a single scrap of paper that will show you how much has been distributed to the different counties? There is nothing in that. They have been assessed so much, the Union Pacific has so much and the B. & M. so much, and that is all, but you don't know a thing about where it is gone."

Mr. Agor: "They have gone out there and paid a higher rate of tax per mile, say through Perkins county, out in the western portion of the state, than they would have had to pay had they owned these eastern terminals, because those terminals are lumped in to swell the average rate per mile at which they are taxed. Now, those people out there have been receiving the benefit of that as long as the roads have been paying the tax."

Immense Values Disappear. Mr. Rosewater: "I will show you how that figures: The Union Pacific in its return every year have valued that great and wonderful piece of property at Omaha, that they talk so much about, at \$300 an acre. That has been spread over the entire line of 467 miles. Now, how much did those people sell out in western counties at \$100,000? What would the proportion be? Why, I should not say it would be \$50 to the county. It does not amount to anything. The fact is that it has been undervalued and dumped in and lost. It is just like a whole lot of their bridges and other description, fatcars, box cars and hand cars and all of those things. All of these things are reported, but for some reason they do not make any great difference in the assessment. The road is worth the money; that is the main point; the road is worth the money; it is a great road and it has been improved wonderfully in the last few years, and that is where the value is now. Take the sidetracks; probably they have two or three hundred miles of sidetracks, the different roads in our county. The Union Pacific has been extending its sidetracks for the last three or four years, so they will only have a few hundred yards to build here and there to make a double track; but what advantage has that been up-to-date to the people in the western counties? Nothing. The road has built the sidetracks and they cost a good deal of money, but the average has been just the same. The Union Pacific at the present time was taxed at \$9,800 and it was \$10,500 only five or six years ago. I do not pretend to say they are taxed out of proportion to all the others or less than others. I think the whole thing has got to be readjusted according to the conditions, each road by itself, according to the stock bonds and improvements. If they are not earning anything I don't pretend they should be taxed on their franchise because they have no franchise value, as their stock would be worth nothing."

THE VERY LATEST

Go look around—thoroughly investigate the quality and price on the different lines of vehicles shown in the city—Then COME here, where you get more of an assortment to choose from than can be found in the entire west. The goods are new—bought expressly for this spring's trade—and going at prices as low as you usually pay for last season's styles—THE VERY LATEST only can be found here—See for yourself.



Traps, Saws, Bugles, Runabouts, Road Wagons, Physicians' Rigs, Delivery Wagens, Speed Carts, Dog Carts, Phaetons, Sulkeys, Etc. Bicycles 500 Wheels bought at a forced sale, will go at a special sacrifice sale. All well known and reliable makes. The prices will interest you. Phonographs Edison's latest improved machines and new moulded records, making a louder and clearer tone than usual. Call and hear them. Columbia W & Records, 20c, regular 50c.

H. E. FREDRICKSON, 15th and Capitol Ave., Bennett's Old Corner.

CARE FOR THE OLD MINISTERS

Question of Pensioning Superannuated Preachers Before the Assembly.

SOME ACTION WILL BE TAKEN THIS WEEK

Instances of Aged and Indigent Pastors Workers Suffering Are Cited and Strong Plea for Their Help Made.

NEW YORK, May 17.—The Presbyterian general assembly met today with Vice-Moderator Daniel R. Noyes, presiding. The several standing committees were requested to prepare their reports for hearings before the assembly next week. Rev. Dr. James F. Biggs, of East Orange, N. J., offered a resolution calling upon the moderator to appoint a committee of three to draw up and bring in a report indorsing the work of the American Bible society. The vice-moderator announced that the committee would be appointed next week. The report of the standing committee on ministerial relief was taken up. Rev. Dr. Benjamin L. Agnew, of Philadelphia, in discussing the report, told of the various plans the committee had considered in an effort to care in a proper manner, for retired clergymen. Dr. Agnew said a plan had been submitted to an insurance company, by which that company was to pay \$600 annually to each of the clergymen, and \$300 to each of the widows. The company asked for a premium that was unsatisfactory and the plan was not considered favorable.

Another Effort Made.

Another effort was made to raise a permanent fund of \$2,000,000 or \$3,000,000, the interest on which was to go toward the sustenance of the retired clergymen. "When the large manufacturing concerns can see their way clear to provide for their superannuated employees," asked Dr. Agnew, "why should not the church do so?" Dr. Perry made a plea for the old Presbyterian clergymen and mentioned many instances where superannuated clergymen had suffered cruel treatment. "Is this worthy of the wealthy Presbyterian church?" he asked. "I know of one instance not long ago where a minister 70 years old, died and left a wife and five children. The church where there were over seventy millionaires. Shame on such a church!"

Merriam House Question.

A committee was appointed to look into the question of the Westminster house in its close. The minority report on the committee on finance to create further aid for superannuated preachers' widows and children recommend that a fund be established starting with a minimum of \$100,000 and increased to \$500,000, to be kept intact forever. A resolution was passed by the conference condemning child labor.

ROCHAMBEAU PARTY HERE

French Dignitaries Arrive to Participate in the Memorial Ceremonies at Washington.

NEW YORK, May 17.—The French steamship La Tourelle, which arrived today from Havre, brought the Count and Countess de Rochambeau, the Vicomte de Chambrun, great grandson of the Marquis de Lafayette; M. De Billy, who represents M. Delacaze, the French minister of foreign affairs; M. Croiset, dean of the Sorbonne and member of the institute; Ferdinand Hamar, the sculptor of the Rochambeau statue, who was accompanied by his father, and M. Lagrave, the French commissioner general to the Louisiana Purchase exposition. The party, which comes to take part in the Rochambeau ceremonies at Washington, will remain in this city until Tuesday.

Sweden's Strike Declared Off.

STOCKHOLM, Sweden, May 17.—The action of both chambers of the Rigsdag being favorable to universal suffrage, the labor leaders have decided to end the strike of a clock this afternoon and the 200,000 men who went out will then resume work.

FAT VS. BRAINS.

Food that Makes Brilliant Newspapers Nervous prostration cannot continue if the right kind of food is used, but food that will build fat does not always contain the elements necessary for rebuilding the soft gray matter in the nerve centers. A lady tells how she got well from using Grape-Nuts Breakfast Food. "I was treated by several physicians at the hospital. My disease was pronounced neurasthenia (nervous prostration). The doctors gave me various tonics without producing any beneficial results. I finally got so weak that I could not work either physically or mentally."

MAJORITY FOR WAR CLAIMS

Popular Report Recommends Retaining the Proceeds of the Treasury of the Church.

DALLAS, Tex., May 17.—At today's session of the general conference of the Methodist Episcopal Church south two reports were received from the committee on episcopacy, the majority favoring the



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Omaha 8 p. m. Daily Arriving at Chicago 7 a. m. Sleeping Cars Only.

5 ADDITIONAL CHICAGO TRAINS DAILY.

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