

Handsome All Wool

# French Challis ...

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

Bee, May 18, 1902.

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 ginghams, 124c a yard, Madras, 15c, 18c, 20c, 25c, 30c, 35c, 40c,

45c, 60c per yard. Oxfords, 25c and 40c per yard. Tissues, 18c, 25c, 36c, 35c, 40c, a yard. Dimities, 10c, 12%c, 15c, 18c per yard.

Batiste, 10c, 15c and 18c per yard. Lace Lenos, 15c, 18c, 20c, 25c, 30c, 35c, 50c per yard. Chambrays, 121/2c, 15c, 18c, 20c, 25c, 50c per yard.

Mercerized Zephyr, 20c and 25c per yard Duck Suitings,, 10c and 15c per yard. New Hop Sackings, 121/2c per yard. Galatea Cloth at 15c per yard.

### Long Gloves-

We have received a new line of 16-inch

suede kid gloves, in black and white,

### **Embroideries for Graduation**

Neither pains nor expense have been spared to make this mit it, I should say that the roads should stock the first of its kind in the be assessed according to a standard in city, and the pleased expressions ten miles of road it should be taxed proof our patrons give us the assur- portionately with the other property in the ance that the goods and prices right, and then the railroad property of are right.

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

We have a large line of embroidered galoons and insertings for summer

### 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 prettlest novelties in the most popular colorings.

goes in and he must make a showing of the tangible property, while the stock is not assessed. Or, take, for instance, a depart-It may spend \$5,000, \$10,000 or \$15,000 a year tax. It is altogether an intangible thing. but the goods on hand, the merchandise, the capital actually invested that is taxed. 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 that is exclusively enjoyed by transportation agencies for the public! It is such 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 cut a mighty 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."

Tax on Railroad Franchises. Mr. Ager; "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, it pays, but it comes to a very large when it was in the hands of receivers, its i 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

Mr. Ager: "Then the franchise itself fluc tuates with the price of the stock." Mr. Rosewater: "It does."

Mr. Ager: "It might have a value or might have no value." Mr. Rosewater: "Yes sir. It is one of those uncertain fluctuating commodities or properties that is dependent entirely upon public good will or upon special privileges or special conditions that gives the opportunity

for earning profits." Mr. Ager: "It ought not then to be taken into account by the assessors unless the property is earning something."

Rosewater: "When property is that are taking place all over the country | Nebraska was thrown into the market at

unproductive property has been dumped in and merged with productive property and you have a very great difficulty now in asment store, one which is owned by a stock certaining which is which, the productive company; the stock of the department and unproductive have all been put into one store may be very valuable, it may be pool. Now the Union Pacific has returned worth 300 cents on the dollar, but the de- an earning capacity for all its mileage in it would be easy enough to find out, if you partment store is only taxable for the mer- this state of \$4,700 per mile. That reprechandise it has on hand. It cannot be sents 4 7-10 per cent on \$100,000 per taxed for the good will, when it has been mile. If the road was worth \$100,000 per built up by reason of years of advertising. mile and you paid \$4,700 for the use of in advertising. It has built up a big trade be the value of that road whether you and that trade may yield them an enor- called it the franchise or any other thing. had lines that were incorporated in Ne- stocks and bonds represent the aggremous profit and they divide that profit I don't care, but here the Union Pacific brasks, and their capital stock was all in gate." among themselves, but that profit is not the has dumped into its system the roads run-Nebraska and upon that every foot of that line is earning \$4,700, whereas certain lines money, credits or bills receivable are all are not earning one-half or one-fourth to be returned and that is all there is to it. of that, while other parts are earning Now, it is so with banks. You take a bank- twice that much. Now, how are you to ing corporation; it has a franchise because tell which is which? You have only their it has the right from the state or from report before you; they have made a tangthe nation, but the stocks are not appraised lible showing of earnings for the entire at their selling market value. It is only mileage. You will have to do one of two things; separate those lines and pile up Its stock might be worth 500 cents on the 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 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 collossal amount into the state of Illinois. I do not know how many millions

The Auditor: "Some over \$800,000. I have the report here."

What Proportion is Just.

The Governor: "Here is one thing that is bothering me, but you in your figuring and investigation have probably given it a great deal of attention. The constitution requires that all property be taxed so as to pay its equitable proportion of taxes. Now, from your investigation of what is being done, what do you think the property should be taxed at, that is, what percentage? Would you say one-fourth, oneafth, one-sixth or one tenth of its actual cash value? What have you found out from your investigation should be the percentage

that property should be assessed at?" Mr. Rosewater: "Well, of course, the law contemplates that it should be assessed at its actual cash value or fair value or what it would sell for in the market. No sarning anything its stocks are not sale- one can tell that exactly; that is one of

able. By reason of these recent mergers | those uncertain things. If all property in

# 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 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, have agreed to undervalue property and they have undervalued it in some instance, as I am told-I do not know that-so sa 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

The Auditor: "The assessors agreed on one-sixth.

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 one another, it seems 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, in another county they might return \$1,000,000 and it would represent instead of \$10,000,000 only \$8,000,000, 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 it to you at one-tenth, another at one-fifteenth, another at onetwentieth 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 pereach county, that is, if a county returns county. That would be reasonable and that county would be assessed proportionately with all other property of that

The Governor: "Now you stated the other day that in your opinion the railroads ought to pay one-sixth of the total tax

### Share of the Railroads. Mr. Rosewater: "That is a mistake.

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, that is, when there was one hundred and eighty millions of property returned in this state—they had about thirty millions of assessment, of \$29,854,000. That represented about onesixth of the total value at that time; fivesixths of the property is not railroad and one-sixth railroad. Now the question is, is that the correct average between the properties; 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 paying n proportion to the other properties-that is, if they have a larger amount, taking the whole property just as it comes inthat is, supposing Douglas county brings in here, outside of all railroad property \$25,000,000, assessed at 16% per cent, and another county brings in \$10,000,000 and assessment another \$5,000,000, etc. When you have miles of got it all sized up you will know how much property there is in the state at knew the cash value of the road-that is what you have to ascertain first-then you can divide the cash value by the aggrethat road clear of all expenses that would know whether or not the roads are doing gate pro rata to the other and you will 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 returns of the state, that is, outside of the railroads, and if it is assessed at one-seventh, that would man that the actual value of property in this state is \$1.050,000,000. That would be \$1,000 for every man, woman and shild in the state. Now, then, we would want to know how much these railroads This entire road, 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 to the mile. Now, the Burlington has twice the mileage and it is worth about \$130,000,000, and the Burlington. with all the other roads would ag-

### gregate about \$500,000,000. Now, that would only be one-fifth of the total."

Mr. Ager: "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, would you then tax its franchise in the same ratio as other prop-Where would you begin to tax

Mr. Rosewater: "I will show you. At the present time railroads are bonded usually for pretty nearly what it cost to build them, that is, very nearly so, and if they pay interest on their bonds, that is, what they call the fixed charges, and pay the operating expenses and then have a residue or surplus after that paying interest say of 5 per cent on a given amount of stock, whatever that represents would be in excess of the cost of the road. That is the franchise. In other words, if the bonds represent the cost of the road, the

stock would represent the franchise." Mr. Ager: "You do not understand me Suppose a new road was built and it cost just exactly \$25,000 a mile to build and equip it, and place it in a position ready to start. Now, after they have paid their taxes their tangible property is taxed at the same ratio as other property. Now after they have paid their taxes and their operating expenses they have left an interest say of 5 per cent. Now, with a road that did that would you then tax their franchise or would you wait until they had earned 6 per cent? You say if it was losing money you would not tax its franchise. Now at what rate of interest

would you begin to tax their franchise?

No Call for Hair-Splitting. Mr. Rosewater: "Well, of course, that is not so material. I don't suppose there would be any hair-eplitting whether it would be 5 or 6 per cent, because you are not going to the very last penny in this taxation. I suppose there will be a broad margin allowed the ratirozds, and I am willing to see that. Now if the road issued its stock and the people who bought the stock paid the money and the road was built with that money, the stocks would only represent the cost of the road and there would be no franchise tax, simply because the tangible property of the road would be worth the stock. But if \$25,-000 of bonds were issued and on top of that they were earning 5 per cent then I would say to assess that, inasmuch as the bonds would represent the franchise, but suppose the roads were built differently, as they should be, and the money was put up for the stock before they built the road or issued stock for it, then the would be assessed and the stock would not

The Auditor: "You believe that ratiroad property should be assessed on the same basis as all other property throughout the Mr. Rosewater: "It has to be."

The Auditor: "That is, if other property is assessed at one-sixth or end seventh of for in the market. I do not want the rail- forces.

be sassesed the same?" Mr. Rosewater: "Yes, no more; no less,

That is the law" The Governor: "I would like to sak my you can get I would like your opinion as and the Burlington depots, their terminals, that is, including stocks and bonds, what result that you are now contending for, percentage should we appraise these roads and that that is your idea of the proper at for the purposes of taxation to be equi- and right way to assess the property?"

table with the other property over which we have no control, say during the year 1902 7" Mr. Rosewater: "I should say not less

that would probably be giving them the 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 acutal 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 they may be run up for gambling pur- can Union Pacific now is selling at a premium, that now." but that does not show it is worth it."

The Governor: "Take, for Instance, the Union Pacific. You say that represents now \$100,000 per mile?"

should be assessed at \$6,000 or \$7,000 per

Mr. Rosewater: "No, sir; that would be assessed then at about \$15,000 a mile." The Governor: "When, as a matter of fact, it is assessed at \$9,800?" Mr. Rosewater: "Yes, sir; that part

is assessed at that." The Governor: "Now, the B. & M. 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 the 447 represents only the road that they have Omaha the returned between the western boundary of the state; other part of their road, which has more mileage than that, is assessed way below that, about \$5,000."

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 Their

The Governor: "From the best informainstead of \$100,000."

Mr. Rosewater: "I have taken my estimate here of 15 per cent from what I have been told here. I haven't seen the returns from any counties. The Governor: "We have them from every

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

The Auditor: "The assessors in Saunders county agreed to assess the real estate at one-tenth.' Mr. Rosewater: "Then the lines in Saun

ders county should be assessed that way, or else you have got to strike a balance. Here you have \$300,000,000 of property, Saunders couty may have \$3,000,000, and that leaves the \$297,000,000 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 200 cents on the dollar and they have traded that for 4 per cent rold bonds, and their stock must be rated it that because it sold for that in cash; they

took cash or took the bonds." Mr. Ager: "You would not assess it at 200 per cent?" Mr. Rosewater: "I would assess it at whatever it came to within the year." Mr. Ager: "Suppose the crop failed?" Mr. Rosewater: "That stock will trop any more; it has been converted into

bonds. Mr. Ager: "Take some other road." Mr. Rosewater: "If we had a drouth here this year there would be a drop in the stocks advantage has that been up-to-date to the

of all the roads.' Mr. Ager: "Would you then drop the taxation?"

Mr. Rosewater: "I would reduce it whenever they didn't have the value. You must treat them the same as other property. If property drops in Omaha or Lincoln the assessment must be reduced and the road should have the same rights as an individual, but I would not give them anymore

The Governor: "I will guarantee the railroad companies will be satisfied if we assess them at 15 or 16 per cent." Mr. Rosewater: "If they are satisfied we will have to be because the law is that

they will have to pay their share of taxes, no more or no less.' The Governor: "Your property at \$100,-000 is only assessed at \$7.000." Mr. Rosewater: "No, it was assessed at

\$8,000 last year." The Governor: "I have it right here," (indicating). Mr. Rosewater: "Do you mean The Bee

Publishing company." The Governor: "Yes, sir." County and City Valuations.

Mr. Rosewater: "Assume that to be so; that is the tangible property. The county assessment was supposed to be 20 per cent. know the city assessment was higher, but that \$7,000 may be right as to the They made an assessment last county. year of 20 per cent of the total value. Now that would be one-fifth. They have been HAVANA, May 17 .- The order, issued a raising our assessment lately because we been changing the machinery. Machinery is something you cannot fix exactly; it is like furniture. We start out today. The revoked order aroused much with the value of what it costs and then adverse comment at the time it was issued. it gets poorer and poorer. We replaced some of the machinery and they raised the tax. I made a statement here, or I didn't make it myself. It was made for me, reon the bench. garding The Bee Building company. That is the company that pays the taxes mostly and I think I have the receipts here. I think it was said we had paid about \$60,000 in ten years, whereas we have paid over \$70,000 in ten years, and the taxes are paid to date, with the exception of about \$200 or

its actual value, railroad property should 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. Ager: "Wouldn't you be satisfied

you were permitted under the law to question again. From all the information Douglas county to assess the Union Pacific to what percentage of the actual cash and whatever tangible property they have value of railroads, provided we have the in Douglas county or in Omaha for city actual cash value of the railroads now, purposes. Wouldn't that bring about the

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 im than 15 per cent, 15 or 16 per cent, and provements should be credited to each locallty because each locality furnished nolice, 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 each county where it stands. As it is now it is put in the dump and nobody gets anything. Can you tell me where the Burlington depot has disappeared, in the fathomless pit of the Southwestern railway. It is only assessed \$6,500 a mile?"

Mr. Ager: "There are hundreds of miles out in the western part of the state that got the benefit."

### Burlington Dissipates Depots

Mr. Rosewater: "No, sir; not one penny. between price and value. The value of a It is credited to the road on which it is thing is what it costs to reproduce it; the located. The Union Pacific depot is credprice depends upon the law of supply and ited to that road and the people on that demand. In the market the price of stocks line. Now, whatever you have in Lancaster might be way up beyond their actual value county on the B. & M. not a dollar of it because they are a gambling element and can go to the Union Pacific, nor the Union Pacific go poses, so I would not assess the stock the B. & M. It is like a fellow that had exactly at the price it is running in the been eating a great deal and filling himself market. I would discount that and see up, but still remains lank and lean. He what the stock sold for at the lowest rate, has been taking it all in and yet cannot say within a year or so, and take the low- show anything. That road is not worth a est rate as being the probable value of that cent more today than it was without the stock. The other is simply the gambling depot. It was assessed at \$6,500 before value, and that you cannot take. The the depot was built and it is assessed at

Mr. Ager: "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 Mr. Rosewater: "Yes, sir."

the railroads, including its terminals and everything, for the benefit of Douglas and the railroads, including its terminals and

Lancaster counties?" Mr. Rosewater: "I think they have been buncoed so much, but they are not likely to be fooled again. I will give 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 Instances of Aged and Indigent Pulpit you tell me how much Lincoln county or Hall county or Buffalo county have received out of the Douglas county properties of the Union Pacific? It has all gone down to the bottom of the sea."

Mr. Ager: "Haven't the terminal facilities there gone in to swell the average er mile of the Union Pacific?"

Mr. Rosewater: "In the western part of uations because out west wanted to show to prepare their reports for hearings bethey 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 draw up and bring in a report indorsing this office today and find a single scrap of been distributed to the different countles? There is nothing in that. They have been assessed so much, the Union Pacific so much and the B. & M. so much, and that is Dr. Benjamin L. Agnew of Philadelphia, in all, but you don't know a thing about

and paid a higher rate of tax per mile, say through Perkins county, out in the western had been submitted to an insurance comportion of this state, than they would have had to pay hadn't they owned these eastern terminals, because those terminals are lumped in to swell the average rate per asked for a premium that was unsatisfactory 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 plece of property at Omaha, that they talk so much about, at \$800 an acre. That has been spread over the entire line of 467 miles. Now, how much did those people get out in western counties of that Why, I should not say it would be \$50 to thing. The fact is that it has been just like a whole lot of their bricabrac of other description, flatcars, 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 worth the money; that

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 Pacific has been extending Union its sidetracks for the last three four years, so they will only have few hundred yards to build here and there to make a double track; but what people in the western counties? Nothing. The road has built the sidetracks and they coat a good deal of money, but the average has been just the same. The Union Pacific at the time present taxed at \$9,800 and it \$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 and bonds and improvements. If they are not earning anything I don't pretend they should be taxed on their franchises because they have no franchise value, as their stock would be worth nothing."

ANGRY HUSBAND IS Gets the Worst of Fight with Man Found in Company with

His Wife.

HUNTINGTON, Ind., May 17 .- Hon. Firman G. Smith of Toledo, this county, is in fall in this city for shooting Coy Lasgiter of Whitly county, who probably will die. Smith was discovered in company with Lassiter's wife by Lassiter and his neighbors and a bloody encounter followed, in which guns and clubs took a prominent part. Smith was a member of the legislature in Wood Revokes Life Tenure Order,

month ago, giving the judges of the island life tenure and making them removable for cause only was revoked by General Wood

President-elect Palma himself favored certain men who, he believed, should not be Machina Goes to Boess del Toro. WASHINGTON, May 17 .- The Navy department today was informed of the departure of the gunboat Machias from Colon to Bocas del Toro, where the advices

Go look around-thoroughly investigate the quality and prices 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. Surries. Buggies. Runabouts. Road Wagons, Physicians' Riges. Delivery Wagons, Speed Carts. Dog Carts,

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500 Wheels bought at a forced male, will go at a special sacrifice All well sale. known and reliable makes. The prices will interest you.

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Question of Pensioning Superannuated Preachers Before the Assembly.

SOME ACTION WILL BE TAKEN THIS WEEK

Workers Suffering Are Cited and Strong Plen for Their Help Made.

NEW YORK, May 17.-The Presbyterian general assembly met today with Vice-Moderator Daniel R. Noyes, presiding. The the state they have been raising the val- several standing committees were requested next week. Rev. Dr. fore the assembly James F. Riggs of East Orange, N. J., offered a resolution calling upon the moderator to appoint a committee of three to the work of the American Bible society paper that will show you how much has 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. discussing the report, told of the various plans the committee had considered in an Mr. Ager: "They have gone out there effort to care in a proper manner, for re-\$600 annually to each of the clergymen, and \$300 to each of the widows. The company 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 towards the

sustenance of the retired clergymen. "When the large manufacturing concerns an see their way clear to provide for their superannuated employes," asked Dr. Agnew, "why should not the church do so? Dr. Perry made a plea for the old Presbyterian clergymen, and mentioned many tustances where superannuated clergymen had \$10,700? What would the proportion be? suffered cruel treatment. "Is this worthy of the wealthy Presbyterian church?" he the county. It does not amount to any- asked. "I know of one instance not long ago where a minister 70 years old, died undervalued and dumped in and lost. It is and had to be given a pauper's funeral in a church where there were over seventy millionaires. Shame on such a church.' The report of the committee on ministerial relief was accepted, and it was agreed that there should be a further dis-

### cussion of it next week.

Merriam House Question. A committee was appointed to look into he question of the Westminster house of the Presbyterian church at Perth Amboy, N. J. There has been some question of closing the home, and the report had advised that this be done and that the ministers who are there now should be transferred to another home. There was some difference of opinion among the com- by the conference condemning child labor. missioners, so the matter was laid aside

for further discussion. The vice-moderator then announced the names of the committee on evangelistic work. The chairman is John H. Converse of Philadelphia. Among the other members of the committee are: Rev. W. F. Chichester, D. D., Chicago; S. C. Palmer, D. D., of St. Louis.

Bishop Andrews of the Methodist Episcopal church was introduced to the asembly. He expressed pleasure and satisfaction at meeting the members of the as-Bishop Andrews will formally address the assembly before the final adournment.

When today's adjournment was taken the ielegates visited the American Tract soclety's building and then went to the New York university, where they were received by Chancellor McCracken and a committee of which Miss Helen Gould was a member. Cumberland's Short Session.

SPRINGFIELD, Mo., May 12-The Cum berland Presbyterian general assembly was in session only two hours this morning, when adjournment until Monday was taken Rev. B. F. Whitmore of California, led the devotional exercises. S. V. Stephens, D. D. secretary of the church's historical associaion, read his annual report, and Rev. J. P. Henry of Pittsburg, addressed the assembly bearing greetings from the western section of the Presbyterian alliance. Rev. U. P. McMillian of Louisville, Ky., introduced a resolution that promises some discussion. It provides for a standing committee of seven to nominate members of the board and members of permanent committees, whose terms expire at this morning. Special committees were appointed on pulpit endowment and to consider a proposition for church exposition. Dr. B. P. Fullerton of St. Louis is a member of the exposition committee.

## revocation because among the judges were MAJORITY FOR WAR CLAIMS

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

\$300 that is due. That surely was assessed to the State department report another for all it was worth and for all it would sell clash between the liberal and government on episcopacy, the majority favoring the Greek, Mich.



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election of two bishops, the minority none, The publishing interests reported on the 'war claim" issue. The majority sustained and defended the book agents and church in the transaction recommending he retention of the money, and a final closing of the issue. The minority report submitted by James Cannon, jr., of Virginia, arraigned in the strongest terms the book agents and Attorney Stahlman. The recommendation of the minority is to re-

turn the money to the United tSates government. The war claim issue is to be taken from the calendar next Tuesday and considered to its close. The minority report from 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

ROCHAMBEAU PARTY HERE French Dignituries Arrive to Partici-

pate in the Memorial Ceremonies at Washington. NEW YORK, May 17 .- The French steam ship La Toureine, 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. Delcasse, 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 is 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 at 6 o'clock this evening 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 representation at the Louisiana Purchase 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 persically or

mentally. About two years ago I began the use of Grape-Nuts and a marked improvement set in at once," In eight weeks I had re-DALLAS, Tex., May 17 .- At today's ses- gained my strength and could do my old sion of the general conference of the work even better than before, that of writ-Methodist Episcopal Church south two re- ing for the press. All honor to Grapsports were received from the committee Nuts." Name given by Postum Co., Battle