

**DROPS**  
TRADE MARK

**CURES RHEUMATISM**  
Neuralgia, Kidney Trouble and all kinds of Diseases.

Swanson's "S-DROPS" will cure Rheumatism in any of its forms or stages of development. Applied externally it affords instant relief from pain. Taken internally it rids the blood, tissues and joints of the uric acid and other poisonous matter, which are the cause of the disease. "S-DROPS" never fails to cure Rheumatism, Sciatica, Lumbago, Neuralgia or Kidney Trouble. It has effected more cures of these ailments than all other remedies combined. No other remedy in the world will stop neuralgia or rheumatic pains so quickly as "S-DROPS" and no difference how severe the case may be "S-DROPS" if used as directed will make a permanent cure.

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Cut this out and send it with your name and address to Swanson's Rheumatic Cure Co., Chicago, and you will receive a trial bottle of "S-DROPS" free, postpaid.

Large Size Bottle "S-DROPS" (100 Doses) \$1.00  
For Sale by druggists.  
**SWANSON RHEUMATIC CURE CO.**  
160 Lake Street, CHICAGO.

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The Only Double Track Railway between the Missouri River and Chicago.

**5 DAILY TRAINS**  
OMAHA TO CHICAGO

8.10 PM THE OVERLAND LIMITED  
Magnificent solid daily train to Chicago. Comfortable and drawing-room sleeping cars, buffet, dining, bath, telephone dining cars and observation cars. Electric lighted throughout.

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Pullman drawing-room and tourist sleeping cars and dining cars, and free reclining chair cars.

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Drawing-room sleeping cars, buffet dining cars to Chicago. Dining cars, through service to Chicago. North Western standard day coaches and free reclining chair cars. Dining cars.

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Observation class cars, parlor cars and dining cars.

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Pullman sleeping cars, buffet library cars and free reclining chair cars.

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3.00 PM To Fremont, Berthier, Oakdale, Norfolk, Long Pine, Casper, Hot Springs, Deadwood and Lead. Through reclining chair cars. Pullman sleeping car service.

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can be provided with an annual income for life, in event of your death, at less cost than you can make the same provision for your children.

The low rate makes very attractive this form of contract, devised and introduced by The Mutual Life Insurance Company of New York.

In writing for terms, state the amount of annual income you would like to provide for your wife, the amount of cash you would like returned and give the ages of both.

**THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK,**  
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CURED WHILE YOU SLEEP.

Instantly itching, stops bleeding and removes hemorrhoids, swells, relieves and cures without any operation or pain.

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FOR A CURE.

Sent by mail with plain directions for using, securely sealed, bearing your address. Write today; enclosure \$2.50.

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Cures in 24 Hours all URINARY DISCHARGES.

Keenly Kidney trouble at once. Cures in 24 Hours all URINARY DISCHARGES.

Backache, sore throat, etc. Cures in 24 Hours all URINARY DISCHARGES.

**TWENTIETH CENTURY FARMER**  
Best Agricultural Weekly.

**RAILWAY EQUAL TAXATION**  
Genesis of the Fight that is Now Being Made in Omaha.

**LOCAL HISTORY REPEATING ITSELF**  
Hot Debate Before the Original Charter Committee - Three-Fourthide Between Connell, Poppleton and Rosewater in 1898.

The fight that is now being made to compel the railroads to pay taxes for city purposes the same as individuals and other corporations had its origin in a red-hot debate before the original charter committee in 1898. It was a three-cornered struggle, in which City Attorney Connell, Hon. Andrew J. Poppleton and E. Rosewater participated. The debate was reported and published at length in The Omaha Bee of December 30, 1898. At that time Mr. Poppleton was the general attorney of the Union Pacific railroad and was a member of the charter committee of fifteen which framed the charter for Omaha as a city of the metropolitan class. It was at this time that Mr. Connell prepared and fought for his viaduct provisions and for equitable railroad taxation. The arguments of Mr. Connell and Mr. Rosewater are substantially those now being urged. What occurred presents a case of history repeating itself, and is an illustration of the proposition that no question is settled until it is settled right. For the information of those interested in the vital question of just railroad taxation the red-hot debate of 1898 and the proceedings of the charter committee is reproduced.

**The Charter Committee.**  
There was a fair attendance at the meeting of the charter amendment committee yesterday afternoon. The first question discussed was that of railway taxation. As he had previously announced his intention to do, City Attorney Connell reported his amendment providing that the property of railway and telegraph companies be assessed for taxation the same as that of all other corporations and individuals.

Mr. Poppleton objected. He held that the amendment was in the contempt of the committee had no business there. Mr. Connell said that he had followed right in the line of other changes offered. If the committee objected, it was simply a matter of striking out a few few lines from the pages already prepared with amendment which in many cases out of ten have been approved by the committee. Mr. Poppleton said he did not like to see the amendment go in.

Mr. Connell said to be subject the railway and the telegraph property to the same tax precisely as the property of other corporations and individuals, on the theory that there is no reason why these companies should not pay for maintaining the police department, fire department and other necessary expenses of the city, precisely the same as individuals were required to do, and the same as the telephone, telegraph company and every other corporation in the city, except the railways and telegraph companies, were required to do. Mr. Poppleton had remarked on another occasion that he did not propose to engage in any side controversy or curbstone quarrel. The speaker advised the amendment on the theory that it was right, and can be defended upon principles of right, and cannot be successfully opposed or resisted on any theory of fair and just taxation. The question had arisen in court, where Mr. Poppleton filed a petition asking for an injunction. The speaker had asked him the question: If the charter was amended so as to give a clear right to make this tax in this way, would it not be constitutional, and in your judgment would it be in conflict with the present law? Mr. Poppleton said that Mr. Connell's resolution was that Mr. Poppleton said it would be constitutional and not in conflict with the present law.

Mr. Poppleton: I did not say any such thing. I said if it was put in the charter it would repeal the general revenue law to the extent it would affect the general revenue.

**Strained Construction of Law.**  
Mr. Connell: The general law was not intended to cover this, and it is only by strained and forced construction of it by the railroad people that it is allowed to cover railroad property for municipal purposes. The law is evidently framed with respect to county and state taxes.

Mr. Chase: How is it with other cities? Mr. Connell: I am not familiar with other cities. The district court of Toledo, O., has just rendered a decision in the matter of railroad taxes. The Wabash road, in order to escape the levy, has hitherto had it assessed in the lump and prorated by counties. But the treasurer of the city assessed the depot and grounds apart from the pro rata, and the court has now sustained the assessment as a just one. It is right, isn't it? I am honest in my conviction that railroad property ought to be taxed the same as the property of citizens.

Mr. Poppleton moved the adoption of the section as it was approved upon amendment by the committee. Seconded by Mr. Chase.

Mr. Rosewater: Mr. Chairman, when I was here last, it was my intention not to take part in the deliberations of this committee again. To me personally this committee seems to be taking a broad and liberal view of the very important questions which are involved in framing this charter. It appears to me that its action in some respects was so narrow-gauged and so utterly incompatible with the great duty it has to perform as representative of the taxpayers. I thought perhaps it would be best at once to cut and say nothing. Because after all the responsibility is without legislative delegation, who could readily understand that what this committee had done was largely in its private interest, and not in the interest of the people who have sent the delegation to represent Douglas county in the legislature. But I have concluded once more to take part in your deliberations, because I was notified that there would be a very important matter discussed today. If I could have my own way, I would have this committee take a wider latitude on the whole question of city taxation by simply inserting four lines: That the property of all corporations shall be taxed for municipal purposes just the same as the property of individuals.

Mr. Connell: There are only four lines as it is. All except railroad and telegraph companies are taxed the same.

**One-Sided and Unjust System.**  
Mr. Rosewater: I do not see any necessity for even admitting for one moment that there is such a great injustice and such a one-sided system of lawmaking as the exemption of any class of property from a proper share of taxes. I have talked with one of the circuit judges of the United States on this question, and if the railroad people are determined to stand stubbornly in the way of their own interest and resist fair dealing, this question is going to be brought up in the courts. I say that the time will come when this whole revenue law will be knocked to pieces as a fraud. It is a mockery of justice which will not be permitted. There is nothing in the constitution of this state which authorizes it, and I have the highest legal authority for saying that if a test case was made in the federal courts, not in Nebraska, but in Iowa or Ohio, by some outside property

owner, our whole tax system would have to be revised. The fact is this, the constitution of the state of Nebraska says that the property of all corporations shall be taxed just the same as that of individuals—not only corporation property, but their franchises. Now the city of Omaha there are today over 1,000 lots, exempted from city taxes. We published two years ago 669 lots that have never been assessed or levied upon. Since that time the Burlington railroad has built roads which will certainly increase the number to over 1,000. I believe that the city of Omaha owns the entire property of this city yields no tax for municipal purposes. If there is any man that can stand here and defend such tax-shirking I want to look at him.

Mr. Poppleton: I want to say that assertions like these that are made week after week and year after year are not true in fact. The place we want to meet this question is in the courts.

Mr. Rosewater: The court has not had a chance to pass on this question. A warm cross-fire of words took place here, which the reporter was unable to record.

**As to the Courts.**  
Mr. Poppleton: I rise to a question of order. Standards of the courts is out of place before this committee. I hope that Mr. Rosewater's stenographer will take what I say as well as what Mr. Rosewater says. I rise to a point of order. This committee should not listen to abuse of the state and federal courts.

Mr. Rosewater: I have made no reference to the state courts. I simply speak of a test in the federal courts of some other state, where the rights of the people are respected and protected. I am not practicing before the courts of Nebraska and have no desire to ask the federal courts to be afraid of this court of justice. I think a day of reckoning will come before long. We are simply asking that the 1,000 lots located in the city of Omaha owned by railroad companies shall pay their just proportion of the city's taxes. The average of the city drain of these lots; the police of this city protect the corporate property against raids; the fire department that we maintain at public expense protects their buildings. The men who represent the railroads enjoy all the privileges of our city; they have the same schools as the schools maintained at public expense. Why not tax these lots for municipal purposes? It is stated here that I am not telling the truth about these untaxed lots. I have published a description of the lots as taken from the county records. If these records are incorrect I am not to blame.

Mr. Poppleton: They are taxed for all that, but you do not know the law.

Mr. Rosewater: I think I know as much about the revenue law as Mr. Poppleton. The law provides that the assessment of all railroad property shall be made by three state officers as a board of equalization.

Mr. Poppleton: This is a mistake. This law provides only for railroads that pass through more than one county.

Mr. Rosewater: All right; that does not make any difference.

Mr. Poppleton: It makes all the difference in the world. If you build a railroad wholly within the limits of a county it is assessed by the county assessors.

**Railroad in One County.**  
Mr. Connell: Do you know of any railroad so built? The Belt line railroad.

Mr. Rosewater: I will ask another question: Is the property of the railroads of this state assessed the same as other property? Mr. Poppleton: It is assessed in accordance with the law of the state.

Mr. Rosewater: In that law in accordance with the constitution.

Mr. Poppleton: Why don't some of our agrarian friends help you to change the law?

Mr. Connell: I would like to hear Mr. Poppleton on this question, and give any reason why this proposed change is not just and right. I would like to have him explain why the property of the Union Pacific railway should be taxed on a different basis than property of the Belt line railroad is taxed. In other words, why should not all the corporations to be taxed alike?

Mr. Poppleton: I know perfectly well the object of these gentlemen in coming here with their stenographer. They are welcome to all there is in it, but I think that when they do so they put themselves outside the pale of the right to ask questions and to ask for any exposition of this subject. I ask when this matter was up before that I would not discuss this question except in court. I am not going to waste my time to make a public record for myself. I came to assist in framing a charter that would be adopted.

county and give to other counties. I do not think it is quite right and fair so far as Douglas county is concerned, but my position is simply this, that the real object and purpose of that law was to distribute the tax on railroads for county and state purposes and not for the purpose of in any way affecting municipal taxation. You may examine the law which is to be found on page 407 of the Compiled Statutes and you will find that it prescribes in the first place that a railroad company, by its superintendent or president, shall return to the state board of equalization a list of the property of the railroad company—its right-of-way, depot grounds, etc. It then becomes the duty of the state board to make a pro rata division of that amount to the several counties, and it is made the duty of the auditor to certify to the county clerks of the several counties in which the property of the railroad is situated, his assessment per mile, specifying the number of miles and amount in each of such counties. Now don't you see that it is evidently the purpose and intention of that law to relate only to county and state taxes? If it was the intention of the city to tax these then would not the law have gone little further and required the state auditor to certify to the city clerks the amount?

Mr. Poppleton: If that is the law, how does it come that you, as city attorney, have never raised that point?

Mr. Connell: I have raised that point in the courts.

Mr. Poppleton: Not till last Saturday.

Mr. Connell: And as a matter of fact that was not a case which fully illustrates the point, for the reason that the city did adopt Mr. Poppleton's theory for valuation and cut the assessment according to his theory. I have frankly admitted it would amount to double taxation. Now I say that you can not for city purposes make a double tax upon the railroad property. If you adopt his system, which gives merely a nominal valuation, then it is plain that you are making a double tax. Upon the valuation that you pay. We ought to meet this square in the face, and if it is right that the Union Pacific Railway company should pay nothing upon its property according to the same basis as the Belt line is taxed, you should say so.

**TABLE AND KITCHEN**

**Menu.**

**BREAKFAST.**  
Strawberries, French Style.  
Shad Roe with Cucumbers.  
Creamed Potatoes.  
Raisin Brown Bread. Coffee.

**DINNER.**  
Corn and Tomato Soup.  
Roast Leg of Lamb with String Beans.  
Rice Croquettes. Cauliflower.  
Strawberry Blanc Manger. Coffee.

**SUPPER.**  
Lobster Salad. Sliced Tomatoes.  
Spiced Fruit. Cocoa. Cake.

**Receipts.**

**Orange Salad.**—Use for this salad six sour oranges and divide them into sections; remove the seeds and skin from the divisions and cut the sections in half. Chill these thoroughly. Arrange crisp, tender lettuce leaves in a pyramid form with the orange sections, star-shape; in each leaf place a spoonful of mayonnaise in center of each with half of an English walnut nut on top.

**Orange and Grape Salad.**—Cut sweet oranges in dice and strain some lemon juice over them, then stand or ice to chill. Remove the seeds from half the quantity of white grapes; have a lit le sugar and water boiled to "crack" degree, dip the grapes in this and lay on a dish to cool. Put together, adding a few candied or preserved cherries to add color. Serve with crisp lettuce.

**Ambrosia Salad.**—Peel a few nice sweet oranges, remove the white pith. Skin and seed without breaking the lobes. Slice and wash in cold water. Drain and put in a layer of orange sections, sprinkle with sugar, and if you use wine, a little sherry. Cover with a layer of fresh grated coconut; next add a layer of lemon or grape fruit jelly; then coconut, more oranges, etc. Place in a dish on ice for two hours. Decorate the top with sections of the orange and a sweet salad dressing.

**Orange and Banana Salad.**—Remove the skins from four perfectly ripe bananas and cut each in about three lengths, cut each piece in quarters; sprinkle with a little lemon juice and powdered sugar and set on ice to chill. Peel and cut five or six oranges into small pieces, removing seeds and white pith. Put the oranges and bananas into a glass dish in alternate layers; pour a tart French dressing over the whole; set a blanched lettuce heart in the center and some tiny crisp lettuce leaves around the edge and serve. A few blanched almonds may be arranged in form of stars on top of the salad.

**Salad of Jellied Oranges.**—Make a plain lemon jelly. Wet a plain mold and steam it in a pan of cracked ice. Pour into it about quarter of an inch of the jelly and when it is firm enough to hold them arrange some orange sections in regular design, in bottom of the mold. Dip other sections in this and lay on a dish to cool. Pour to the sides of the mold. When they stick pour in more jelly—having it just warm enough to run—then add more orange sections and so on until mold is full. Set away to stiffen, then turn out on a chilled dish and arrange a border of orange sections and small dice green leaves of spinach. Serve with lemon dressing or whipped cream.

You may talk about your champagnes, but I know of none as popular as Cook's Imperial Extra Dry.

**THE WORKINGMAN'S BACK**

The workingman's back is a very important part of him. Simply an impossibility for a man to attend to his work properly if he is always suffering with lame back or backache.

That means, of course, if his kidneys aren't doing their duty.

Many a man has lost his position because of his inability to endure the tortures of backache, and to keep up with his work at the same time.

**DOAN'S KIDNEY PILLS**

make lame, weak backs well and strong; help men to do better and harder work, make them better, more competent men. They're doing it right here in Omaha.

There's no need for a man to suffer with backache, or lame back, or any of the results of kidney trouble—not while Doan's Kidney Pills are so easily obtained, and so sure to bring renewed health and strength.

**Omaha Proof**

Mr. William H. Malken, carpenter, of 2621 Lake Street, says: "During the twelve years I had attacks of kidney complaint I took lots of medicine, but received little, if any, benefit. I even went to Colorado Springs thinking the mineral water and mountain air might help me. Two years made little difference to my physical condition, and I returned east. Sometimes I was laid up and suffered the most excruciating pain imaginable. Now I don't want it understood that I am radically cured, but of this I am certain, that Doan's Kidney Pills, procured at Kuhn & Co.'s Drug Store, corner 15th and Douglas Streets, gradually relieved me of the aching until it finally disappeared."

All druggists sell Doan's Kidney Pills. Price 50c. Foster-Milburn Co., Buffalo, N. Y.

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"Naturally organized foods make possible natural conditions. There is no other way."

Shredded Whole Wheat Biscuit is a naturally organized food. It contains all the properties necessary for the complete nourishment of the whole body.

Eat Natural Food and have perfect health. Start to-day.

**Recipe.**—1 quart of washed and picked berries; crush 2/3 of them; add 1/2 of a cup of sugar and 1/2 cup of ice water; chill for half an hour. With a sharp pointed knife cut centers from 6 Shredded Whole Wheat Biscuit, making oblong biscuits. Fill with the crushed berries and let the syrup saturate the biscuits. Cover top with remaining whole berries and sprinkle with sugar. Serve with sweet cream. Any fresh fruit may be used in same way.

Order from your grocer to-day.

**The Natural Food Co., Niagara Falls, N. Y.**

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CURED BY WHITE RIBBON REMEDY

No taste. No odor. Can be given in glass of water, tea or coffee without patient's knowledge. White Ribbon Remedy will cure or destroy the diseased appetite for alcoholic stimulants, whether the patient is a confirmed habitue, a "tippler," a social drinker or drunkard. Impossible for anyone to have an appetite for alcoholic liquors after using White Ribbon Remedy.

Indorsed by Members of W. C. T. U. Mrs. Moore, press superintendent of the Woman's Christian Temperance Union of Ventura, California, writes: "I have used White Ribbon Remedy on very obstinate drunkards, and the cure have been many. In many cases the remedy was given secretly, charitably recommended and endorsed White Ribbon Remedy. Members of our union are delighted to find an economical treatment to aid us in our temperance work."

Druggists or by mail, \$1. Trial package free by writing Mrs. M. Towser, 107 West 10th street, secretary of a Woman's Christian Temperance Union, 213 Tremont street, Boston, Mass. Sold in Omaha at Schaefer's Drug Store.

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Phone 247. S. W. Cor. 16th and Chicago streets. Goods delivered FREE to any part of city.

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In Pullman tourist sleepers on fast trains, tri-weekly, personally conducted.

New cars, courteous employes, satisfying meals.

Cheap and comfortable.

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Cheap tourist tickets, daily, until June 15.

Illustrated books about California tour and cheap Southwest lands.

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Des Moines, Ia.

**Santa Fe**

**CARE WHEN OTHERS FAILED**

**Mrs. Frances Mitchell,**  
Secretary, North Chicago Frauen Verein, 1056 Winnemac Ave., Chicago, Ill. says

Wine of Cardui can always be relied upon to cure when everything else fails. It is a certain cure for female diseases in their worst form. I suffered for years with nervous, intense pains in the womb and ovaries and dreadful headaches unrelieved by any medicine. Finally I grew so ill that I had to keep to my bed. The pains were so intense at times as to cause spasms and a disagreeable discharge drained my life force. In my extremity after all else had failed, I tried Wine of Cardui. After using it for two weeks I began to improve so rapidly that I felt encouraged to keep up the treatment, which I did for eighteen weeks, but at the end of that time I was entirely cured. What a relief was mine and how new and beautiful life looked to me when my health was restored. Only those who have passed through such a siege of sickness as I have can understand how I value Wine of Cardui. It is indeed a boon to sick women.

**Mrs. Frances Mitchell**

Fully 1,500,000 afflicted American women have been cured of female diseases in the privacy of their homes by Wine of Cardui and everyone of them would give it the same praise Mrs. Mitchell gives.

Every weak woman needs Wine of Cardui. What better present could be taken to a suffering relative or friend than a bottle of this great medicine? That is the quickest and most satisfactory way to bring joy to the despondent sufferers in your home—to really make your loved ones happy. Can you read Mrs. Mitchell's letter without feeling your responsibility to the sufferers in your home? Wine of Cardui cures disordered and painful menstruation, periodical headaches, falling of the womb and leucorrhoea. It cures extreme cases of these troubles. It strengthens girls approaching womanhood, helps bring children to barren homes, makes pregnancy and childbirth easier, prevents miscarriages and is the best medicine ever made for use during the change of life. Why permit the good women in your home to suffer another day? Every druggist has \$1.00 bottles of Wine of Cardui.

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