Part Two-Pages 9 to 16

THE OMAHA DAILY BEE.

The Bee's Sunday Magazine Features Out-top Those of All Competitors.

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OMAHA, SATURDAY MORNING, MAY 27, 1905.

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dots and fancy meshes, all the colors now in stock, includ- ing the new Alice blue and green shades, good 250c and 60c values, Saturday, yard		SARATOGA CHIP SPECIAL. Quarter-pound sack	Bennetts Great Meat Section LOWEST PRICES AND CHOICEST MEATS ON THE MARKET. A FEW OF OUR SPECIALS FOR SATURDAY: CHICKENS, CHICKENS-2,500 pounds of fresh dressed hens, 112 every one guaranteed, on sale, at, pound	\$15.00Saturday we place on sale ten dozen boys' and men's light crush hats, worth 75c, for 50c. Fifty (\$5) Green Trading Stamps with each one.\$18.00\$8.50We wish to again call your attention to our \$2 Hats. The best in the city\$a.88
On Sale Saturday Chinese and Japanese Matting	Drapery Section Third Floor We will sell for Saturday only 300	Per pound	PORK, PORK-2,000 pounds of small and Fresh Pork Loins, on 71/2C sale at, pound	Stetson Hats \$5 kind for
Regular 18c and 20c Matting at. 12c Regular 22c and 25c Matting at. 18c All Wool Ingrain Art Squares, from \$9.00 to	Tapestry Table Covers in three sizes only, 4-4, 6-4 and 8-4. These 80C Will sell from \$2.38 to. WINDOW SHADES. 6 dozen Odd Shades in all colors, worth up to 75c, will sell for, 15C each. DRAPERY SILKS 300 yards of first-class silks for all kinds of Drapery. These have been selling for 75c a yard, Satur- day, per yard. 1,000 yards imported French Curtain Muslin in colored stripes, one 8C	El Calrud, a genuíne Porto Rico Panetelas shape Cigar, nine for 25c One hundred for	HAMS, HAMS-A fresh lot of 2,000 pounds of cudary's best selected hams, Diamond "C" Brand, every ham guaranteed, average weight of 12 ¹ / ₂ c main of the selected ham from ten to twelve pounds, on sale, at pound	STATIONERY! STATIONERY! Webster's Unabridged Dictionary, bound in cloth, 1281 pages— 49c Saturday. 49c \$1.50 Copyright Fiction, beautiful bindings and handsome illustrated editions, 625 titles—Saturday only. 49c Twenty (\$) worth of Green Trading Stamps. 49c Boys' books, Alger, Henty, Harkaway, bound in cloth, Saturday only. 18c Ten (\$1) worth of Green Trading Stamps.
10	f saving precisely what he thinks.	only nickel mines in the world is rich	in ish Columbia.	sov-

PROGRESS CAST IN POLITICAL MOLDS

Canadian West.

Project for an Ocean-to-How the Ocean Railroad Was Carried Through-Opening Up a Vast Domain.

When Mr. Charles M. Hays had been eight years in Canada and had lifted the Grand Trunk railway from a liability to an asset, he sprung a surprise on the people of the Dominion in the shape of a proposition to build another transcontinental line from ocean to ocean.

It looked like a dream-a beautiful, impossible dream. In the nature of things it became necessary at the very beginning to enlist the sympathy, and eventually the substantial aid, of the Dominion govern ment. This, of necessity, threw the great enterprise into the political pot, where it boiled for more than two years.

To oppose the government the opposition in Parliament had to oppose the whole project. As is usual with men having the hard side of a case, they went to extremes. They twisted facts and, indirectly-often He wanted to build the line himself with directly-maligned the land in which they lived. They declared the forests of New Ontario a vast unknown wilderness of muskeg. They denied the necessity of the new line despite the statement of the best known railway man in Canada-Sir William Van Horne-who, speaking of the Grand Trunk Pacific and the Canadian Northwest, said: "There is enough of it for all of us," and "We must enlarge the spout." The northwest-the granary of the empire"-was the hopper into which the farmers were dumping from 50,000,000 70,000,000 bushels of grain annually, and the Canadian Pacific railway (in no small sense the creation of Sir William) was the 'spout." One would suppose that the

MRS. WINSLOW'S SOOTHING SYRUP TWENTY-FIVE CENTS & BOTTLE.

sue in the last Dominion election was the

Grand Trunk Pacific. **Mighty Voice of the West.**

All the while the west was swelling like tional highway. a balloon, not with hot air, but with homesteaders. American farmers were crossing the line at the rate of 50,000 per annum, and these with the natives of the northwest lifted up their voices and called to the

government to build the line. In time the cry of the west echoed in the wilderness of New Ontario and was heard as far east as Montreal.

The opposition became confused. One man would declare the whole scheme a wanton waste of public money; another would say, "It's a shame to give so valuable a franchise to the Grand Trunk." and urge the government to build, own and operate the entire line. Then some one friendly to the government would rise and remark: "Look at the Intercolonial, that the banks of the Athabaska, through Pine The Grand Trunk Pacific scheme, that Inter Ocean.

cost the country \$70,000,000 and has never sarned operating expenses." And Sir Wilfrid "went to the country."

"Let the people pass upon the matter," said he, and they passed.

The minister of railways and administer of Abbey's salts, resigned the former position as a protest against the government. government money. He is said, by his friends, to be a great railway expert. Later he was made chairman of the railway commission, which corresponds with our Interstate Commerce commission, at \$10.000 a year.

On the eve of the national election the wily wireworkers of the opposition, with rosy promises and a flush roll, persuaded the \$10,000 chairman to resign.

That was another protest, but nothing now could stay the tide of public opinion that was running in favor of the new line. All the while those who had faith in Canada and its resources were busy. The pro vincial government of Ontario planted 2,000 nomesteaders in the "muskeg" country north of the great lakes, and they not only stayed, but waxed fat and sent for their friends. They discovered now what the Hudson's Bay people had known for a hunfred years-that a vast clay belt lies north of the height of land on the northern slope that drains into Hudson bay, upon which can be grown all the wheat and other cereals, roots and vegetables that are profuced on the wild, wide prairies of the wonderful west, of which we hear so much

his party to the country, the dominant is- ness yet unexplored. Lately the government experts have come to the conclusion that men will be digging diamonds shortly along the height of land, and blasting them out when cutting and filling for the new na-

Finally the general elections came on, and the polls and gave government ownership such a body blow that it may be expected to sleep, so far as Canada is concerned, for

half a century at least. The next move on the part of the government was the passing of the necessary

egislation in aid of the enterprise. The final agreement provides for the construction of the first 1,800 miles by the Dominion government, the line to be leased for fifty years to the Grand Trunk Pacific, which

company undertakes to continue the road ranching region of northern Alberta, along northwest. His work will live.

the project forced Sir Wilfrid Laurier and with thousands of square miles of wilder- rosy dream is today a reality. As I write hindrance, at least half of which is as una thousand men are at work pathfinding necessary as the second gun on a cowboy. for the Grand Trunk Pacific-in Montreal Later, when the news of the election and Ottawa, in the enchanted land of which as intimated at the outset was simply Evangeline, in the moss hung forests of a plebiscite on the Grand Trunk Pacific.

New Ontario, on the broad prairies of the had been capied across the Atlantic, when waking west, in the far-off Rockies, and the careful British investor began to read along the coast of the north Pacific, where in the periodicals that the greatest wheat he sane, sober Canadians pranced up to the Japanese current sweeps the sleeping field in the empire lay beyond the Red shores and creates the warm winds that River of the North; that the average crop blow across Alberta. for twenty years had been twenty bushels

Peopling of the West.

to the acre, and that the Canadian west And now, as these dreamers of dreams held at least 170,000,000 acres that would build the line, the empire builders are peo- produce wheat; that the shrewd American pling the west. At the head of this latter financiers were rising like locusts below the class stands Hon. Clifford Sifton, who, as line and dipping down and taking possesminister of the interior, has written his sion of the imperial plains above, the Britname in everlasting letters of gold across ish investor began to investigate. And the face of these "far flung fields." Let when a few weeks ago the first issue of him pass, if he wills, from the present gov- the Grand Trunk Pacific bonds were ofernment; let him fade in God's good time fered in England they were immediately west from Winnipeg, across the great from the face of the earth; he has lain the subscribed for, ten times over, and this is wheat fields of the northwest, through the foundation for a new empire in the far the beginning of the end of an empire opener's dream .-- Cy Warman in Chicago

The Railroads And The People

SERIES of timely articles on the pending railroad problem, written by Edward Rosewater, editor of The Bee, embodying the facts gathered and conclusions reached in a third of a century's study of the question is now running in The Sunday Bee. The topics treated are:

- I. Railroads as Public Highways Overcanitalization and Stock Watering
 - **Credit Mobilier Construction** 3.
 - Consolidation and Pooling
 - Robates and Discriminations 5.
 - **Railroad Domination**, State and National 6.
 - Railroad Legislation, State and National
 - Railroad Supervision or Government Ownership

These articles are written in popular form to be readily understood by the ordinary reader. They give a general survey of the railroad situation from the standpoint of the people, pointing out abuses and suggesting rational remedies. Every one who wants to be thoroughly informed on this uppermost of current issues should read each one of these articles.

Fourth of Series in The Sunday Bee.

Passes Away in Paris. HE WAS MAN OF CHARITABLE NATURE

> mong Gifts for Benevolent Purposes Was One of \$2,000,000 for Erection of Homes for Workingmen.

PARIS, May 26 .- Baron Alphonse de Rothschild, head of the French branch of the banking house bearing the name of Rothschild and governor of the Bank of France, died at 4:30 this morning from acute bronchitis, aggravated by gout.

The eminent financier had been sinking slowly for many days, but there was no apprehension that his death was imminent. He first took to his bed two weeks ago. Several rallies gave promise of his recovery. Two days ago the baron begar o fail rapidly and his condition assumed a

disquieting form. Although he kept up an animated conversation with members of his family and the old servants, the pa ient became very weak, and last night enered on a comatose state and passed away this morning peacefully, surrounded by his family. The announcement of the baron's

death caused widespread regret, for besides his position in the financial world Baron Alphonse was known for his lavish charities, one of the latest being the gift of \$2,000,000 for the erection of workingmen's homes.

The news of the baron's death caused a deep impression among financiers generally. It was said that his death would probably momentarily influence the extensive interests in which the house is concerned, but that it would not have a lasting effect on the markets.

The deceased, who was born in 1827, will be succeeded as head of the Paris banking house by Baron Lambert de Rothschild of Brussels, whose business capacity has earned him a world-wide reputation.

The burial of Baron Alphonse will be of the Rothschild family, including a plain offin without mourning tributes. The the islands. funeral, the date of which has not yet been fixed, will be the occasion of a notable tribute of respect.

Interested in America. A member of the French-American bank ing house said:

he actively carried on, relations with other governments. In Italy these included both the government and the Vatican finances. The house also has large interests in Spain, largely controls Austria's railroad development, and held considerable parts of all the old Russian loan issues. He, however, has not exercised a controlling influence in the new Russian loans. The large industrial interests of the house in Russia include the petroleum fields of Baku. The house has also had consider-able dealings with American securities through the Belmonts, J. P. Morgan and John W. Gates, including Louisville & Nashville and the Atlantic Coast Ling tranactions, and also has extensive inter-ests in mines in California.

Baron Alphonse was a member of the Academy of Fine Arts, a member of the French institute and a commander of the Legion of Honor. He leaves two children, Baron Edouard and Baroness Beatrix, He has two surviving brothers, Baron Gustay and Baron Edmond.

The markets showed some hesitation, but the announcement of the death of Baron Alphonse de Rothschild produced little effect on values.

GERMAN OFFICER BEING TRIED

Man Charged with Swindling Said to Have Sold Military Plans.

THORN, Prussia, May 28 .- The trial will begin Monday next of Helimut Wessel, formerly a first lieutenant and instructor in the artillery and engineer school at Charlottenburg, who is charged with swindling. This is the accusation on which he will be tried, but the former lieutenant is also charged with selling plans of German fortresses to France.

Wessel is the husband of Matilda Baumler, the "veiled lady" of the second Dreyfus trial. In 1858 he found an asylum in France and lived there for some years. Wessel followed a precarious career in Italy, where the German authorities caused his arrest, and after sixteen months' imprisonment secured his extradition.

Filipinos Discuss Annexation.

MANILA. May 26 .- The convention of the federal party is discussing the question of changing the plank of 1902 which favored annexation to America to a plank endors-

most simple, according to the strict rule ing the policy of Secretary of War Taft in favor of the ultimate independence of

Caronia Sees No Bacera.

QUEENSTOWN, May 26 .- The Cunard steamer Caronia, which arrived here this morning from New York, did not sight any of the yachts which are racing for Baron Alphonse was the leading spirit of the cup offered by Emperor William.