UNION PACIFIC GETS BLAME)

Overland Charged by Missouri Pacific Official with Origin of Allowances.

SPREADS FROM THIS TO OTHER CITIES

J. C. Liucoln Says This Plan Was Adopted in Order to Release Cars and Hurrying the Consignee.

The hearing before the Interstate Commerce Commission at St. Louis this week in the complaint on elevator allowances given by the western grain carrying roads to the alleged detriment of St. Louis grain business, brought out some interesting teatimony bearing on the growth of the grain market at Omaha. According to the published reports, all of St. Louis' grievances are charged up to Omaha.

The origin of the allowances, a point which was not made clear before, was brought out and the blame placed on the Union Pacific by James C. Lincoln, general freight agent of the Missouri Pacific, who was the principal witness. Mr. Lincoln began his testimony with the statement that the road he represented divided its elevator allowances into three heads. First, an allowance for elevation, transfer, storage, insurance and releasing of equipment; second, allowance on reshipment to secure such reshipment; third, allowance on transfer from car to car, which was given for the sole purpose of securing weight and inspection, it being necessary under the present method of doing business to have a Kansas City certificate of inspection and weight in almost all cases. This allowance was seldom given in any other place than Kansas City, as business conditions did not make it necessary

Evil Begins at Omaha.

Mr. Lincoln included Kansas City, Omaha, Leavenworth, Atchison, Coffeyville, Little Rock and New Orleans as the points at which elevator allowances were

"The evil had its inception at Omaha," said Mr. Lincoln, "when the Union Pacific found itself with a terminus there and much grain destined for points eastward. It was necessary to have its cars released, and the road hit upon this device as the best method for hurrying the consignee. From Omaha it spread to every city where competitive conditions made it necessary, and it will continue to spread unless it is

8. B. Knight, general freight agent of the Wabash railroad, was the next witness called.

He stated that the points at which his road made elevator allowances were Chicago and Toledo, 14 cent a bushel; Detroit, \$2 a car, and 1% cents the 100 pounds at Kansas City and Omaha on receipt. He quickly admitted that a grain buyer from St. Louis could not possibly buy in Kansas and Nebraska in competition with a dealer from a Missouri river point where the allowance was made, and added that this was severe discrimination against St. Louis. The Wabash, Mr. Knight said, did not make elevator allowances at St. Louis, because competition did not force it. He was in favor of abolishing the allowance, but could offer no method for so doing, and said that he knew of no substitute. Marshall Hall, a member of the Merchants' exchange, who was formerly connected with the Burlington elevator here. said that for a short time that elevator was given an allowance of % cent the hundred pounds, but that he was of the opinion that the abolition of the allowance system, while benefiting St. Louis, would not prove a cure.

Reason for Falling Off. The reason for the falling off in the St. Louis grain trade, in great part, in Mr. Hall's opinion, is the differential between the rates to gulf and Atlantic ports. Formerly, he pointed out, the shipper west of the Missouri river was afforded better rates to the Atlantic ports and that consequently the grain came through the St. Louis gateway. Now, however, connecting lines having been built and the southwestern service perfected, the short haul was to the gulf and the g. in sought a market

Chairman Knarp asked if he meant to say that St. 1. uis was precluded from trade because of its location. Mr. Hall re-

in that direction

"Not at all. St. Louis can still be a factor in the grain trade and an important one if this elevator allowance can be removed, for the southeast is open and if we can go into Kansas and Nebraska and buy the grain we can find a market for it. But under the present conditions we cannot get grain by bidding against Kansas City and Omaha, and the fact that the grain is going to the guif is merely another factor in the St. Louis condition.

"Again, this grain which comes via Burlington and Centralia south would find a shorter mHeage if it came by St. Louis, and the fact that it does not come by St. Louis under that condition can only be attributed to the elevator allowance it gets at Burlington and New Orleans. I know cases where grain got an allowance of 11/4 cents the hundredweight at Omaha, 1 cent at Burlington and 2 cents at New Orleans."

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"I want to say a few words for Chamberlain's Colic, Cholera and Diarrhoea Remedy. I have used this preparation in my family for the past five years and have recommended it to a number of people in York county and have never known it to fail to effect a cure in any instance. I feel that I can not say too much for the best remady of the kind in the world."-S. JEMISON, Spring Grove, York county,

\$12.50 to St. Paul and Minneapolis and Return Via Chiengo Great Western Railway.

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Omaha District Log Rollers. Special train to Plattsmouth will leave via the Burlington at 8:30 a. m. August 2

for the tenth annual picnic of the Omaha District Log Rolling association. Modern Woodmen of America and Reyal Neighbors of America. Tickets 75 cents round trip. J. B. Reynolds, City Ticket Agent, 1502 Furnam Street, Omaha.

Over 1,000,000 acres of land in the Uintah Indian reservation in eastern Utah will be opened for settlement August 28. Registration for homestead entries will com mence August 1 at Grand Junction, Colo., and at Vernal, Price and Provo, Utah, and continue until 6:00 p. m., August 12. The drawing for these lands will be held at Provo, Utah, August 17; making the entries will begin at Vernal August 28. The shortest route to Grand Junction and other points of registration from Denver and all points east is via the Colerado Midland railway, this line being seventy-two miles shorter than any other. For parties desiring to outfit to enter this reservation. Grand Junction is the best point from which to make start. For information as to train service, rates, etc., write or ap-ply to F. L. Feakins, T. F. and P. A., C. M. Ry., Room 506, First National Bank build-ing, Omaha, Neb., or C. H. Speers, General Passenger Agent, Denver, Colo.

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Ladies' white and daintily figured | Ladies' highest quality shirt waists and lace and embroid-65c ery trimmed-special, at

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Ladies' plain and polka dotted wash shirt waist suits—worth 1.50 up to \$3.00—

percales, etc.-beautifully finished, at Ladies' accordeon pleated skirtsall the latest summer 2.98



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THE ORIGINAL remedy that "kills the Dandruff Germ." public to realize the danger of neglect. Newbro's Herpleide por a vely featroys the dandruff microbe; stops falling hair and protects the sealp against reinfection. A delightful hair dressing. Stops itching factarity. Its immense popularity proves its goodness. Save your hair while yet have hair to save.

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SHERMAN & McCONNELL DRUG CO., Special AgentsAPPLICATIONS AT FROMINENT BARBER SHOPS.

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At the midsummer clearing sale of Planos and Organs at A. Hospe & c.'s, 1513 Douglas street store. We nust have the room.

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lever.

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Ladies' Vests at Cost Fine Richelieu ribbed vests, taped top, low neck, no sleeves, regular 10c 25c yalue; special Thursday.....

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About 200 pieces fine imported batistes, with dots; dotted and floral Irish

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A big table full of nice dark percales for house dresses, worth 8%c 5c

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All 50c alley exectacles special at......18c

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