



A House Burglar Talks About His Own Business

And Tells Housewives What are the Only Real Protective Measures

See the NOVEMBER Number of

THE LADIES' HOME JOURNAL

15 Cents a Copy at Dealers

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA, PA.

BEESON SAYS RATES ARE LOW

Insurance Inspector Hotly Brands Michaelson's Statement as Hogwash.

CALLS IT FIGHT OF TWO CORPORATIONS

Says Omaha is Not Entitled to Any Reduction in Rates—Insurance Agents Decline to Discuss the Matter.

A. G. Beeson, head of the Nebraska Insurance Inspection bureau, in which the fire insurance trust is centered, so far as this state is concerned, was asked to make a statement about the local fire insurance rates in reference to City Electrician Michaelson's statement that they are from 25 to 50 per cent higher than the conditions justify.

"I refuse to become mixed up in a fight between two public service corporations," said Mr. Beeson hotly. "What Mr. Michaelson said is all hogwash. It is too ridiculous for discussion.

"Omaha has got as low fire insurance rates as any city around here. It is not entitled to lower rates under the present conditions.

"Will you express an opinion as to the possibility of Omaha getting lower rates?" "No, sir. I do not care to talk about the matter at all."

Insurance Agents Are Silent. Other insurance men who represent eastern companies here did not want to talk about the matter. They had the impression the agitation just raised is caused by a fight which the electric light company is making on the street railway company to compel the latter either to put underground wires used to supply current for light and power use by private consumers, or give up this business.

"Go to Mr. Beeson," said they, "we have to go after business in this field and we don't want to stir up any trouble for ourselves. Mr. Beeson ought to make a statement. The key rate is given out from his office and he does not have to solicit business.

Mr. Beeson, however, was not in a frame of mind to grant interviews pleasantly. He declined to go into the situation or to

talk other than quoted, and even then had to be urged.

Zimman Thinks Rates High. "I think that City Electrician Michaelson is right about fire insurance rates," said President Zimman of the city council. "I agree with him that the rates in Omaha are much too high as viewed against the improvements made in fire protection, placing electric wires underground and so on. I think, too, the methods he proposes to bring the rates down are good. The city officers and the Commercial club should cooperate in the matter. The council should refuse to authorize the expenditure of another dollar for fire protection unless the rates are lowered. Incidentally it may be recalled that at the November election the people will be asked to sanction \$50,000 bonds for the building of two new fire engine houses.

"Wouldn't it be well for the insurance companies to state their position before November 7 rolls around and this election takes place?"

Glazing—We do the work promptly and satisfactorily.

KENNARD GLASS & PAINT CO., 15th and Dodge Sts.

Low One-Way Rates. Every day to October 31st, 1905, the Union Pacific will sell one way tickets from Omaha as follows:

- \$25.00 to Ogdun and Salt Lake City.
- \$30.00 to Helena and Butte, Montana.
- \$22.50 to Spokane and Wenatchee, Washington.
- \$25.00 to Huntington and Nampa, Idaho.
- \$25.00 to Portland, Tacoma and Seattle.
- \$25.00 to Vancouver and Victoria.
- \$25.00 to Ashland and Astoria, Oregon, via Portland.
- \$25.00 to San Francisco, Los Angeles and San Diego.

Correspondingly low rates to many other California, Oregon, Washington, Montana, Utah, and Idaho points.

Through Tourist cars run every day on Union Pacific between Missouri River and Pacific Coast; double berth \$6.75. For full information call at or address City Ticket Office, 124 Farnam St. Phone 218.

Expects Personal Damage. James McFarland, 629 South Thirty-third street, has notified the city that he will expect \$500 damages for personal injuries claimed to have been received October 14, when he fell through a rotten wooden sidewalk on Thirty-third street near Leavenworth and hurt his side so that it inter-

YELLOW CANARD IS NAILED

Malignant Misstatements About Bob Fink's Administration Are Shown Up.

AMOUNT OF OFFICE WORK QUADRUPLED

Scavenger Tax Law, as All Business Men Informed Know, Vastly Increases Volume of County Treasurer's Business.

Anent the romancing of the senior yellow touching the increased cost of operating the county treasurer's office since the scavenger tax law went into effect one of Treasurer Fink's deputies said:

"These statements are so purely malicious and misleading that the public is entitled to know the facts. The scavenger tax law, put in operation through this office, has quadrupled the amount of work to be done. It is beyond the power of the treasurer or anybody else to curtail this work. The law is specific and definite in its provisions and we have simply complied with it. To do so has often necessitated night work. It was unavoidable. For instance, where the former county treasurer issued \$5,000 receipts in a five period of time that the scavenger law has been in operation, under its provisions we have issued 15,000 receipts.

"That the income has not kept pace with the increased work is understood by every person who knows anything of the scavenger law at all. If there are 50 of back taxes against a lot of property, and the bid for that piece is only \$5, there being no higher bid, we are compelled to accept that amount or bid the property in. Go through several thousand descriptions with this result and you can see what the outcome will be. The treasurer cannot do anything to change this state of affairs. He is simply executing the law as he finds it. He can and does, however, protect the interests of the county and the city by bidding in any property that does not bring the agreed lowest price at which it should be sold. That has been done consistently from the very start.

"To a person not conversant with the provisions and the practical operation of the scavenger law such stuff as the World-Herald has been printing is puzzling, but that it is vindictive and unwarranted is known to no one better than to the particular candidate that sheet is boosting in every way possible."

Politicians are commenting on the fact that Chairman Cosgrove of the democratic county committee has found it expedient to take a two weeks' vacation with pay from his desk as chief deputy in the city comptroller's office, in order to have a free hand and plenty of time in running the campaign. Comptroller Lobeck explains that Cosgrove did not take the vacation accorded to all city employees in the summer, and therefore, the taxpayers are losing no money by the deal.

H. B. Zimman, councilman from the Third ward and president of the city council, has come out with a statement as to his exact position in the matter. He says: "There is not a word of truth in reports that I will be a candidate for either city clerk or mayor. The report that I was anxious to fill W. H. Ellbourn's shoes no doubt was started to embarrass my candidacy for re-election to the council. I am annoyed every day by insinuations of this score. As a matter of fact my ambition is to be re-nominated and re-elected to the council. I am not thinking or worrying about any other office. I want to go back to the council because I believe I can be of more service to the people of the Third ward and the entire city there than as city clerk. As for mayor? I am simply not a candidate for the nomination and will not be. I wish to go on record flatly in this matter and have it thoroughly understood."

Jolly May Irwin, the embodiment of good humor and effervescent fun, will begin at the Boyd theater this evening her second short Omaha engagement this season. Her appearance here last August was merely a flyer, just to give us a sample. She is coming back now to show us the real thing. "Mrs. Black is Back" might be called anything else; it is a vehicle for the charming personality of the star, and as such is making a record for itself. The company associated with Miss Irwin is a good one, and the new songs she sings are said to be among the best. Her engagement is for Wednesday and Thursday evenings.

"The Lost Paradise" is being given at the Burwood this week to audiences that test the capacity of the house at each performance. It is a melodrama with a purpose. The shoppers' matinee on Thursday afternoon will give the ladies their chance.

Monument to J. Sterling Morton. For the unveiling ceremonies of the monument to the late J. Sterling Morton at Nebraska City, October 28, the Burlington will run a special train to Nebraska City on that date, leaving Omaha at 9 a. m. Returning special will leave Nebraska City at 7 p. m. Ex-President Grover Cleveland will deliver the oration. Ex-Vice President Adlai E. Stevenson and, it is expected, all other living members of his cabinet will be present. J. B. Reynolds, City Passenger Agent, 1502 Farnam St.

Nebraska City, Neb. Account unveiling of monument to the Hon. J. Sterling Morton at Nebraska City the Missouri Pacific will sell round-trip tickets at very low rates on October 27 and 28. Full information City Ticket Office, B. E. corner 15th and Farnam, or Union station.

Big Fifth Ward Meeting. The Fifth Ward Republican club will hold a meeting Wednesday, October 25, at Young's hall, 16th and Corby. Candidates and everybody invited to attend. Meeting called at 8 p. m.

W. B. CHRISTY, President. BEN J. STONE, Secretary.

Harry B. Davis, undertaker. Tel. 428.

SALE OF BOYS' SUITS

Suits Worth \$4.50, Yours for \$2.85
Several hundred of the swellest little suits for your son will be sold at a special price. They are a part shipment of our second purchase this season, and are the very best values we have ever given—and that means the best values in the city. These suits are made of strictly all wool materials—all the newest colorings—the linings and trimmings are of wear-resisting qualities—and the fit of these suits is perfect. The styles are Russian Blouse, Buster Browns, Norfolk and Double-Breasted styles—with plain knee pants or Knickerbockers—to fit boys up to sixteen years old—SPECIAL.....**2.85**

\$6.00 Boys' Suits Tomorrow \$3.85
800 Boys' Suits that arrived with the above lot, only from a different factory. This factory has the reputation of building the best boys' suits in this country. We bought these 800 suits for what it cost the manufacturer to make them. He was through with his season's business—we are just in the midst of ours. He needed the money—we needed the goods. They are made of strictly high grade wools—Scotch chevots, cassimeres and blue serges. The best and most durable trimmings are used. Styles are Russian Blouse, Buster Browns, single and double-breasted Norfolk, double-breasted jacket with plain or Knickerbocker pants, to fit boys up to 16 years old—not a suit in the entire lot but is worth \$6.00—choice.....**3.85**

BOYS' KNEE PANTS
45c for 65c Quality

BOYS' KNEE PANTS
\$1 Quality for 75c



BERRY GOES TO ROCK ISLAND

Chief Engineer of Union Pacific is to Succeed W. L. Darling.

CHANGE AFFECTIVE NOVEMBER TENTH

Mr. Berry is Out of City and Report Cannot Be Confirmed by Him, but a Change Had Been Expected.

Report comes by Associated Press from Chicago that J. H. Berry of the Union Pacific has been appointed chief engineer of the Rock Island road, effective November 10. He takes the place of W. L. Darling, who resigned.

Mr. Berry is out of the city on official business and could not be located by wire. At his office and at the office of General Manager Mohler of the Union Pacific (Mr. Mohler being out of the city) no one had anything to say about the matter. Mrs. Berry also is out of the city.

It has been a little more than an open secret for some two years that Mr. Berry might make a change. Perhaps it was a year and a half ago when reports came out that he had been tendered an offer from the Erie road. At the time he did not deny such an offer was made, but said he contemplated no change just then, plainly leaving the inference that he did think of making a change later on.

Mr. Berry went to the Union Pacific with Horace G. Burt from the Northwestern in 1898 and has been with that road since. As an engineer he rank has been with the best for many years. Critically devoted to his science and almost painfully wedded to the perfection of his work, Mr. Berry has come to be known in the railroad world of the west as a slave to his business and it is largely because of these characteristics that his fine attainments have become so generally recognized.

Mr. Berry, with his family, resides at 120 South Thirty-sixth street, in Omaha. It was reported some weeks ago that Mr. Darling, chief engineer of the Rock Island, was to go as engineer of the Panama canal. It is not known at headquarters who will be the successor of Mr. Berry.

Mr. Berry will have a problem to solve as soon as he takes the reins of his new office. It appears the Rock Island has grabbed part of the right-of-way belonging to the Union Pacific in Topoka and Mr. Berry has been writing strong letters to the land department of the Union Pacific saying the Rock Island had no right there and to take steps to put it off. Mr. Berry will now have the other side of the question.

Other Roads to Build. The breaking of the little railroad agreements seems to be the order of the day and the fight which is on between the Burlington and Union Pacific brings up the fact that Northwestern and Milwaukee have been getting on the outside. It always has been understood that this unwritten agreement between the Milwaukee and the Northwestern has kept the Milwaukee from building the short line between Omaha and St. Paul and Minneapolis, but since the fight is on there is a rumor that this road may be built. It would require the aid of the Missouri City & Fort Dodge line and the building of a short line from there to a connection with the Omaha-Chicago line. Since all agreements are off it is one of the probabilities in this building era that this line will be constructed.

The fight is now on between the Burlington and the Union Pacific as to which road will be able to build a line along the North Platte river first. The Union Pacific officials claim it has not reached the point of a final set, but the Burlington people say they are in for blood, and to carry out the statement every construction crew which has been working during the summer on the whole Burlington system except those at work on the Francis extension and the Ashland Cut-off, has been rushed to the Mammoth Hot Springs.

The Union Pacific is not behind on these matters and the crew which was at work on the construction of the cut-off from Summit to Lane has been sent to North Platte. Contract Engineer, but Deaver, who has the contract for this work, has been in the city several days buying all of the available material which might be used in railroad construction. Many thousands dollars worth has been picked up.

Will Change Wyoming Geography. "The whole geography of Wyoming will be changed by all of this building," said a prominent railroad official. "Wyoming is one of the greatest states in the union for undeveloped wealth and these roads will run right into the heart of this great country. Mineral wealth untold lies in the hills of Wyoming and the oil fields are only awaiting an outlet to the commercial world. Cheyenne is now the capital of Wyoming, but who can tell how soon a new capital will be required more centrally located. Look at the map. This big state has a railroad running through two corners, the Northwestern building in from the east and the Burlington from the north, but the announcement of these new lines across the state and the extension of these lines further in will make a different state. The capital may yet be some city not now on the map, for there are plenty of places surrounded by a rich country where the capital could be located."

The Burlington has rushed its men and material to Bridgeport and the Union Pacific to North Platte, so the construction probably will be by the Burlington from the west and the Union Pacific from the east.

In the general impression in railroad circles it is only a matter of time when the Burlington will go right on to the coast. The transcontinental tonnage is enormous

and increasing at an astonishing rate and the first road through will be able to share with the Union Pacific and the Harriman lines the great volume of business which is coming to those roads.

Only a Starter in Building. "The new railroad building announced for western Nebraska by the Union Pacific and the Burlington is only a small part of a greater plan of expansion which holds tremendous consequences for Nebraska," said a prominent Omaha business man Tuesday. "In fact railroad operations are being planned for the western part of the United States which are hardly secondary in importance to the building of the Panama canal."

This man claimed to have his information in confidence from reliable authority, and he evidently believed what he had heard. "The proposed Burlington and Union Pacific lines will be of great value to this state and to Omaha," said F. W. Judson. "They will go through the rich valley of the North Platte in Keith, Deuel and Cheyenne counties and will hasten settlement there. Of course Omaha already has most of the jobbing trade in that country, but it is inconceivable as compared with what it should be, the inaccessibility to railroads keeping the population small. The country is divided for the most part into large ranches, whereas the valley is rich and can be put into a multitude of small farms to support a large population. The extensions also will increase population in Lincoln, Frontier, Gosper and Buffalo counties."

"The North Platte country has already felt the result of the recent railroad announcement," said E. C. Ames, who has considerable interests along the river. "Real estate prices have begun to advance. I figure that on the average land in that country is worth one-third more than it was two weeks ago. It is bound to advance rapidly if the plans of the railroads are carried out, and the development of the country will be similar to that along the river from Bridgeport to Guernsey, since the building of the Burlington Alliance-Guernsey line a few years ago."

Wakeley and Eustis Return. L. W. Wakeley, general passenger agent of the Burlington, has just returned from a trip in company with Passenger Traffic Manager Eustis through the northwest. One object of the trip was to look over the new coaching road from Cody, Wyo., into Yellowstone park over the Sylvan pass entrance. Another object was to see the progress of the work on the government dam in the Shoshone canon for the purpose of storing the waters of the Shoshone river as part of the governmental enterprise in irrigating 200,000 acres lying adjacent to the Burlington's Cody line. Mr. Wakeley said "All preliminaries in connection with the work of the dam are cleared away. The new road from Cody to the site of the dam up the canyon of the Shoshone is finished, which will greatly facilitate the work. This excellent roadway will be utilized as a scenic portion of the coaching route, and taken Cody to the park. The remaining piece from the dam site to the eastern boundary of the forest reserve will be rapidly improved."

"We passed about 200 laborers further perfecting the road from Fabsaska log cabin inn at the east boundary of the park proper to the summit of Sylvan pass. The distance from Cody to the Lake hotel is approximately ninety-four miles. This portion of the government road forms really the only scenic entrance into Yellowstone park in any direction. The twelve mile ascent from Colonel Cody's Pahaska inn to the summit of Sylvan pass, over 10,000 feet in altitude, is a coaching journey through a scenic land not exceeded in grandeur, if even equaled, anywhere on the continent.

Rates and Tours. "An arrangement of circuit rates and tours will be established in time for next season's travel to embrace the Cody-Sylvan pass route in the general interchange between the coaching route, and this way will add about three days. The government is now building a new road from the Grand canon along the Yellowstone river to Mt. Washburn and Yellowstone, near the north boundary of the park, thence west to the Mammoth Hot Springs. This road will open to tourists a new scenic region not reached hitherto and will avoid duplicating a twenty-mile stretch of road through the park. The 196 volume of park travel, taxed the full capacity of the hotels and transportation and camping companies. Probably no less than 500 horses and 300 coaches and surreys were in use during the summer.

"The problem of the future as regards Yellowstone park will be to find more ways of taking care of tourists for a longer time than the conventional five or six days required for the park tour. As a vacation land with its forests, lakes, mountains and unlimited stretches of trout waters, besides its wonders and climate, the purpose as a play ground and recreation spot for the nation ought to be realized to a greater extent from year to year.

"After leaving the park at Gardiner we visited Butte and Great Falls, Mont. The whole northwest is so full of property and increasing population that the railroads are pressed to the utmost in finding crews, power and equipment to handle the business."

How to Cure Corns and Bunions. First, soak the corn or bunion in warm water to soften it; then pare it down as closely as possible without drawing blood and apply Chamberlain's Pain Balm twice daily, rubbing vigorously for five minutes at each application. A corn plaster should be worn a few days to protect it from the shoe. As a general liniment for sprains, bruises, lameness and rheumatism, Pain Balm is unequalled.

Glazing—We do the work promptly and satisfactorily.

KENNARD GLASS & PAINT CO., 15th and Dodge Sts.

Washington, D. C. Attorney General Norris Brown was in the city Tuesday and filed a quantity of documents with Special Examiner Charles W. Pearson. No oral evidence was taken. It is possible the taking of oral testimony will be resumed before Examiner Pearson Wednesday, if certain witness now under suspension arrive in time.

DOCTOR CURED OF ECZEMA

Maryland Physician Cures Himself of Eczema with Cuticura Remedies. Prescribes Them and Has Cured Many Cases Where Other Formulas Have Failed—Dr. Fisher Says

CUTICURA REMEDIES POSSESS TRUE MERIT

"My face was afflicted with eczema in the year 1897. I used the Cuticura Remedies, and was entirely cured. I am a practicing physician and very often prescribe Cuticura Remedies, and have cured many other formulas have failed. I am not in the habit of endorsing patent medicines, but when I find remedies possessing true merit, such as the Cuticura Remedies do, I am broad-minded enough to proclaim their virtues to the world. I have been practicing medicine for sixteen years, and must say I find your Remedies A No. 1. You are at liberty to publish this letter, or any part of it. I remain, very truly yours, G. M. Fisher, M. D., Big Post Rd., May 24, 1905."

CUTICURA—THE SET, \$1. Complete Treatment for Every Humor from Pimples to Scrofula

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of the skin, and scales and soften the thickened cuticle; dry without hard rubbing, and apply Cuticura Ointment freely, to allay itching, irritation, and inflammation, and soothe and heal, and, lastly, take Cuticura Resolvent Pills to cool and cleanse the blood. A single set, costing but one dollar, is often sufficient to cure the most torturing, disfiguring, itching, burning, and scaly skin, scalp, and blood humors, with loss of hair, from infancy to age, when all else fails. Cuticura Soap, 25c; Ointment, 50c; Resolvent Pills, 50c. Total, \$1.00. Sold everywhere. Patent Pending. Made in U.S.A. SPITZ-SCHOENBERG—Boys' Clothes Makers—Chicago

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ONE CARLOAD OF THE LAST OF THE SEASON'S UNSOLD PRODUCT OF A LEADING MANUFACTURER Bought at Half Price

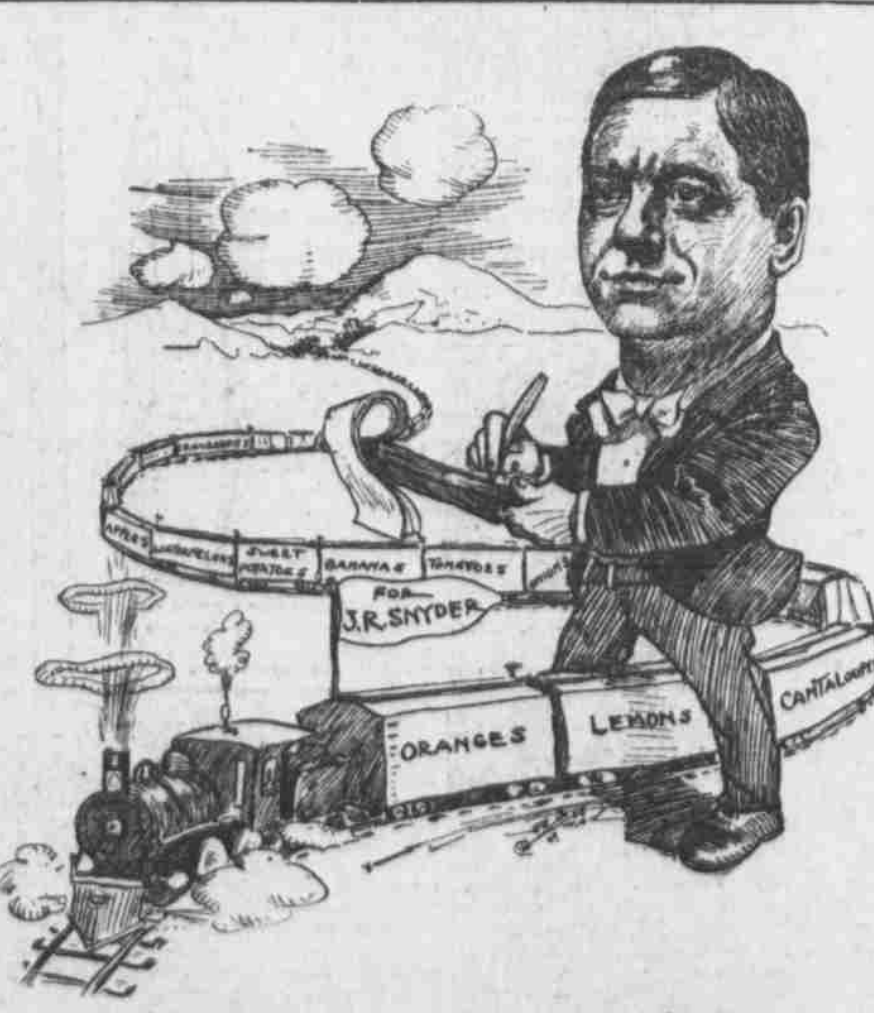
NOW ON SALE

- Regular 35c quality, at per square yard.....**15c**
- Regular 35c and 40c quality, at per square yard.....**21c**
- Regular 45c quality, the best English finished goods made, at per square yard.....**25c**

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Miller, Stewart & Beaton
1315-17-19 Farnam Street

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