### STICKNEY TO RENEW FIGHT TOOTH TALK NO. 39

Great Western President Will Reopen Warfare Against Elevation Charges.

SPEECH BEFORE COMMERCIAL CLUB

Declares Neither Railway Nor Shipper Can Afford to Continue This Practice, Which Amounts to Discrimination.

President Stickney of the Chicago Great Western told the members of the Contmercial club and their guests as dinner Tuesday that he proposed to reopen the fight against the "elevation charge" on ain entering Omaha, netwithstanding the erstate Commerce commission could find nothing uniawful in it, and he said if the Omaha Grain exchange or any of its mem-bers desired to join him in his fight he would be very glad, but at all events he opposed to make the figia.

This declaration Mr. Stickney made in the urse or an address before the club, and it caused great Interest.

Mr. Stickney began his address by reciting the prevalence of rebating prior to the enactment of the original interstate commerce law in 1887, and the efforts that had been made to break up the practice through prosecution. The features of the pending rate bill dealing with the crime of rebating were explained, and the fact emphasized that the new law makes it obligatory on the attorney general of the United States to prosecute any known case of discrimination arising under the law, This brought him to the consideration of the "elevation charge," concerning which

he said:

Under the previsions of this law, if we were disposed to disregard our moral obligations as good citizens, it seems to me that from the business point of view neither the rallway company nor the shipper can afford to continue these practices.

Accordingly, I have directed the traffic department of the Chicago Great Western Railway company to change the form of its tariffs, and instead of publishing rates from which I's cents per 100 is to be paid back to certain shippers, and not to others, to publish the net rate which it will charge and keep. There will be nothing returned on business after the new tariff goes into effect. These net rates will be the present rates, less the I's cents per 160, so the actual rates will be the same as before, and the rate will be the same as before, and for the Transmississippi Grain company, which received I's cents per 100 rebate, as to everybody class. This is the law, and the law must be obeyed.

Whether the other lines will publish their tariffs in the same way as the Chicago Great Western I am not informed, but the decision of the court in the packers' cases, which have just been decided, is a warning to shippers that they must know whether our not the fariffs or arrangements under which they make shipments are legal or illegal. The shippers cannot excuse themselves by assuming that the tariffs made by the railway companies are legal.

Whether the other lines will publish their tariffs in the same way as the Chicago (Great Western I am not Informed, but the scale way as the Chicago (Great Western I am not Informed, but the scale way as the Chicago (Great Western I am not Informed, but the scale way as the Chicago (Great Western I am not Informed, but the scale way as the Chicago (Great Western I am not Informed, but the scale way as the Chicago (Great Western I am not Informed, but the scale was the scale of the contract was as the scale of the contract was as the scale of the contract was the contract was the scale of the contract was the scale of the contract was the scale of the contract was the contract was the scale of the contract was the state commission summoned the Union Pa-cific rallroad and Peavey & Co. to show cause why the contract should not be set aside and the commission, on the partial statement of facts, which was presented to them, found that the contract was legal, and that the payments made thereunder by the Union Pacific were legal.

over all other elevators and grain dealers to them, found that the contract was legal, and that the payments made thereunder by the Union Pacific were legal.

Other Roads Forced In.

Thereupon, the Chicago, Surilington a Quincy company, the Atchison. Topeka & Santa Fe company and the Chicago & Northwestern company and the Chicago & Rock Island & Pacific company, having lines in Nebraska and Kansas parallel and competing with the Union Pacific lines, felt compelled to meet the rates thus made by the Union Pacific lines, felt compelled to meet the rates thus made by the Union Pacific lines, felt compelled to meet the rates thus made by the Union Pacific lines. But as in part of grain upon their lines. But as in part of grain company received on the grain from Missouri river points and were desirous of preventing their grain from Missouri river points and were desirous of preventing their grain from Missouri river points and were desirous of the rate between the grain fields to Chicago. St. Icelia and the grain melels and thy market towns of Omaha and Kansas City, they refused to pay 1½ cents per 160 out of their gate between the grain fields to Chicago. St. Icelia and the grain shell and the grain which, if continued, it is evident would have ultimately destroyed the grain markets at Omaha and Kansas City.

At the time the Peavey contract was not only the continued of the grain many which has no lines went of the grain and the points, the Chicago Grain company, and the grain many which has no lines went of the grain and the points, the Chicago from the grain from such that all grain which is continued to the grain from a grain to make the grain and the points, the Chicago from the grain from the grain which is continued to the grain from the grain which is continued to the grain from the grain which is continued to the grain from the grain which is continued to the grain from the grain which is continued to the grain from the grain which is continued to the grain from the grain from the grain from the grain which



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ern Africa Bo, 9 months ago we made arrangements to have it imported. It arrived last week. It is Soudan Serge-comes in solld black, blue, grey and oxford. Goes for \$35. That's our price for making a Soudan Serge Coat and Trouser Suit to your measure.

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never paid these allowances secretly. From the outstart they published tariffs which they filed with the Interstate Commerce commission, stating the allowance which would be made in the shipment of such grain. The Chicago Great Western having taken this stand and published these tariffs, compelled all other lines to do the same, and thus the markets at Omaha and Kansas City have been maintained.

Effect of Peavey Contract,

Now, let us see by a concrete example ow the Peavey contract would have af-ected the market at Omaha if the same llowance had not been made by the other

Such are the enormous advantages which this contract secures to the Peavey com-pany and the Transmississippi company over all other elevators and grain dealers in Omaha. Is this a square deal?

Evidence of Other Rebates.

Not in Published Tariff.

At the time the Peavey contract was made the Union Pacific railroad had published tariffs of gruin rates between all stations on its lines and Council Bluffs. The rates published in these tariffs did not cover the loading of grain into cars, or the unloading of grain when it reached its destination at Council Bluffs, but, on the contrary, it expressly provided that grain in carloads should be loaded and unloaded by the shippper. Hesides this general schedule of rates, at the time the contract was made, the Union Pacific company had also a published schedule of rates for shipping grain between Omaha and Council Bluffs of \$6 per car, which schedule is still in force, as to all shippers except Peavey & Co., and the Transmississippi Grain company. The law provided that after publishing such schedules of rates, it was unlawful for the Union Pacific railroad to charge, demand, collect or receive from any person or persons a greater or less compensation for the transportation of grain than is specified in such published scale of rates, and that, if the said Union Pacific railroad, directly or indirectly, by any special rate, rebate, drawbuck or other device, charged or collected from any person or persons a greater or less compensation for the transportation of grain than is specified in such published scale of rates, and that, if the said Union Pacific Railroad company should be deemed guilty of unjust discrimination, which the law prohibits and declares to be unlawful. In the face of these published schedules, and in the face of these published schedules, and in the face of these contract with Peavey & Co. and the Transmississippi Grain company to make them alone an allowance of it, cents per 100 on all grain shipped to their elevators, and to switch grain for them only between Omaha and Council Bluffs free. Thus were the plain shipped to their elevators, and to switch grain for them only between Omaha and snipped to their elevators, and to switch grain for them only between Omaha and Council Bluffs free. Thus were the plain and fundamental provisions of the Interstate Commerce Law set at naught by the making of this contract. It is a contract to do an unlawful act. It is a contract which licenses robbery of the many for the benefit of the few, and is therefore unlawful.

Contract Carefully Worded. Contract Carefully Worded.

It is true that the contract altempts to avoid the provisions of the law by calling the refunding of 1½ cents a 100 not—quoting the language of the law—'a special rate, or a rebate, drawback, or other device," but the contract called it a "transfer charge," as though 'a rose by some other name would not smell as sweetly." An inspection of this contract conclusively shows the greatest care in the selection of words, in order to disguise the real nature of the allowance which the contract made in transportation rates, but no attempt was made to disguise the discrimination in respect to switching charges.

in transportation rates, but no attempt was made to disguise the discrimination in respect to switching charges.

Peavey & Co. agreed to build an elevator of 1,500,000 bushels. Peavey & Co. agreed to receive, not from the public, but from the railroad company, any grain tendered by it which originated on the lines of its railroad, and which may be consigned to or in the care of the elevator, to the capacity thereof, and to promptly transfer such grain from said railroad company a cars through said elevator, so that such business tendered to said elevator by said railroad company shall be first transferred and the cars of said railroad company promptly released. For this transfer the railroad company agrees to pay 14, cents per cwit. The transfer charge, by the terms of said contract, is payable on all grain originating on the lines of the l'inion Pacific Railroad company and transported thereover which may be consisted to or in the care of the said elevator. Whuse grain hereover which may be consisted to or in he care of the said elevator. Whose grain

CONNELL GIVES HIS PLANS

but Peavey's will ever be consigned to or in the care of Peavey's elevator?

All terminal elevators transfer the grain which is delivered to them by the railroads through their elevator in the same way that Peavey contracted to transfer this grain through his elevator. The transferring of grain through an elevator consists of unloading it from the cars, storing it in the elevator, and when shipped forward loading it from the elevator into the outgoing cars. Nowhere in this contract does Peavey & Co. agree to perform any service for the Union Pacific Railroad company which it was not obliged to perform under the terms of its published tariffs, and which all other receivers of grain at Omaha or Council Huffs are obliged to perform at their own expense under such tariffs, without compensation from the railroad company, viz.: unload its own grain into its own elevator.

Case to Be Reepened. Health Commissioner Outlines System of Food Inspection for Omaha. GIVES ALL OFFICERS SOMETHING TO DO

Case to Be Respened.

Thinks Market Master Could Look After the Ment Shops, Grocery Stores and the Wholesale District.

In response to a request from the Case to Be Recpened.

It is true that this matter has been before the Interstate Commerce commission, and the commission has given the opinion that the facts disclosed at the hearing. Thowever objectionable the arrangement in question may appear from any point of view, it cannot be adjudged unlawful." The facts as presented to the commission and upon which its decision was based seemed to prove that the elevator was built and operated principally for the purpose of transferring grain which was consigned to points beyond the terminus of the Union Pacific lines from the cars of the Union Pacific company directly to the outgoing cars of the connecting carriers for further transportstion, thus releasing the Union Pacific cars more promptly and more cheaply than by any other means of transfer. It was not pointed out to the commission that under the customs of religibles to the duty. mayor, Health Commissioner Connell has submitted his views and recommendations regarding the local inspection of meats and other foods. He believes the inspection of fruits, vegetables and all kinds of edibles except meats should be added to the duties of the marketmaster and that the inspection of ice and water should be left to the city veterinarian and meat inspector, along with all kinds of meat and packing house products, the milk inspector to be left free to devote all his time to the proper regulation of the milk supply and production.

Mayor Dahlman thinks the plan suggested is a good one and probably will proceed to have ordinances and amendments prepared for submission to the

other means of transfer. It was not pointed out to the commission that under the customs of railroading it was not the duty of the Union Pacific in through shipments to make such transfer, but that custom required the connecting carriers to make the transfer.

The apparent opponents of the contract admitted the legal rights of the parties to make such a contract, provided the transfer charge was reasonable. No one pointed out to the commission the terms of the railroad schedule of rates, which required Peavey & Co and all other receivers of grain to unload and transfer their own grain without payment from the railway company, and the sole question submitted and decided by the commission was, in effect: The commissioner says there is need of an inspection of all kinds of food, but that to get the best results it will be necessary to have state food laws passed

decited the market at Omaha if the same allowance had not been made by the other tilnes.

A large grain dealing concern in Omaha informs me that during the past year it has bought on the Union Pacific raliroad and shipped into Omaha more than 1,000 carloads of grain, upon which the Union Pacific raliroad schedule of rates, which required Peavey & Co. and all other reduced to make the same allowance by any of the roads in the command of the rain the command of the rain that is all the reduced to make the same toncern, during the normal states of the rain that is all the reduced to make the same toncern, during the normal states of the rain that is all the reduced to make the same toncern, during the normal states of the commission was that under such a rate of its police and health powers.

I am further informed that the same concern, during the roads of grain company in Omaha.

I am further informed that the same concern, during the roads of the roads bringing such grain into Omaha. The lines, including the Union Pacific, about that occasions the commission was that under such a rate of the city, which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which the commission expansion was that under such a rate of the city which t The parlors of the Commercial club shops and investigating complaints. By were filled with grain men and other busi- scrutinizing foods in the wholesale markets ness men who came to hear the address. before they have been distributed through-When Mr. Stickney had finished, there was out the city, the commissioner thinks, prolonged applause. Expressions of satis- would mean going a long ways toward faction at Mr. Stickney's attitude on the preventing the retailing of bad commodi-

Bent All.

When your eyes are dim, tongue coated, appetite poor, bowels constipated, Electric grain firms under fire. He smiled and Bitters beat all cures. 50 cents. For sale by Sherman & McConnell Drug Co.

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summer resorts in Canada, Toronto and East, and in New England. Particulars of dates of sale, limits, stopover privileges, etc., can be obtained by writing Geo. W. Vaux, A. G. P. & T. A. 135 Adams St., Chicago.

DAUGHTER AS HIS EXECUTRIX Petition Filed Asks that Mrs. Fairfield Be Given Charge of Mr. Woolworth's Estate.

A petition asking that Mrs. Meloria W. Fairfield be appointed executive of the will of the late Chancellor Woolworth was erous diseases. In almost every neighbor- filed in county court Tuesday afternoon. be worth \$100,000. The list of heirs E. Smith of La Marque, Tex., writes: cludes two children and four grandchil-'My little girl was taken with cholera dren. The will has been filed, but has no morbus, brought on by bad drinking water been opened yet.

Mayor Goes on Trade Tour. Mayor Dahlman will accompany the Com-mercial club's trade excursion into south-eastern Nebraska and Kansas Wednesday

Sterling Silver-Frenzer, 15th and Dodge. NEW HOMES IN THE WEST.

caused by the great Galveston storm. The attack was so severe that I feared she

would die. A druggist advised me to give

her Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I did, and three doses of it relieved her. Since then I have rec-

ommended this remedy to many friends and it has never failed in any instance."

Shoshone Reservation to Be Opened to Settlement. CHICAGO & NORTHWESTERN R'Y Announces Round-Trip Excursion Rates from All Points July 12 to 29.

Less than one fare for the round trip to Shoshoni, Wyo., the reservation border. The only all-rail route to the reservation

Dates of registration July 16 to 31 at and Lander. Reached only by this line. Write for pamphlets telling how to take

up one of these attractive homesteads. Information, maps and pamphlets free on request at City Office, 1401-3 Farnam street.

Opening of Carey Lands at St. Anthony, Idaho, June 15, 1906. Seven thousand acres of choice farm ands lying from eight to twenty miles eastward from St. Anthony, along the line of the new Yellowstone park extension of the Oregon Short Line railroad will be thrown open for entry by the Marysville Canal and Improvement company on Friday, June 15. 1906, at 10 o'clock a. m. Cost of land and water \$30.50 per acre, payable in ten annual installments, interest at 6 per cent on deferred payments.

A drawing will take place on day of openng, absolutely fair and impartial. Sefecion must be made at time of drawing, There is no richer soil or more productive egion in the Snake river valley. Improved lands in the vicinity worth \$30 to \$60 per

Aside from this the C. C. Moore Real Estate company will offer for sale immediately after drawing 50,000 acres of farm lands, with water rights, improved and unmproved, tracts to suit the purchaser on easy terms.

Ashton, a new town in the midst of these lands on the Yellowstone Park railroad offers every inducement to prospective business men and investors. Keep your eye on

Plats of above lands and town and all information relative can be secured at the offices of the C. C. Moore Real Estate company, St. Anthony and Ashton, Idaho, and W. F. Cross, secretary Marysville Canal and Improvement company, Marysville,

Write at once for further information Go to New York on the Lehigh.

Double track scenie highway. Connects at Buffalo or Ningara Falls with all lines from the west. Write passenger department, Lehigh Valwy R. R., 2B South Clark St., Chicago, Ill.

The following marriage licenses have heen issued: Name and Residence. William F. Howisey, Omaha Rose Craig, Omaha John J. Pearson, Omaha . Grace Priscilla Grant Brisc Lodwik Copielszki, Omeha Frances Cera, Omaha DIAMONDS - Ednoim, 18th and Harney.

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# **Another Event** Opening of the Shoshone Reservation

LOCATION-In Northwest Wyoming adjoining the Big Horn Basin southeast of Yellowstone Park Forest Reserve, and reached by the Burlington's new line to Worland, Wyo. DATES OF REGISTRATION-July 16th to 31st.

PLACES FOR REGISTRATION-Worland and Thermopolis, Wyo.; Worland is directly reached by the Burlington; Thermopolis by a stage journey of 32 miles south of Worland.

CHARACTER OF LANDS-Of the 1,150,000 acres of lands to be opened for settlement, about 400,000 acres are agricultural lands to be drawn for. Such lands can be finely irrigated, according to surveys already made.

EXCURSION RATES-From all points on the Burlington west of the Missouri River the excursion rate to Worland is but one fare for the round trip, with a maximum of \$20.00 from Omaha, Lincoln and Nebraska territory. This unusually low rate gives everybody a chance to draw for these lands.

DATES OF SALE-July 12th to 29th. Final limit August 15th.

TRAIN SERVICE-Two daily through trains during the registration from the Southeast to Worland, Wyo. Go into this country over the Burlington through the Big Horn Basin along the Big Horn River, passing thousands of acres of irrigated lands under cultivation; you will get an object lesson in irrigation and its possibilities.

Burlington agents will be supplied with rate circulars and special folders descriptive of the Agency, the method of drawing, etc.



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