

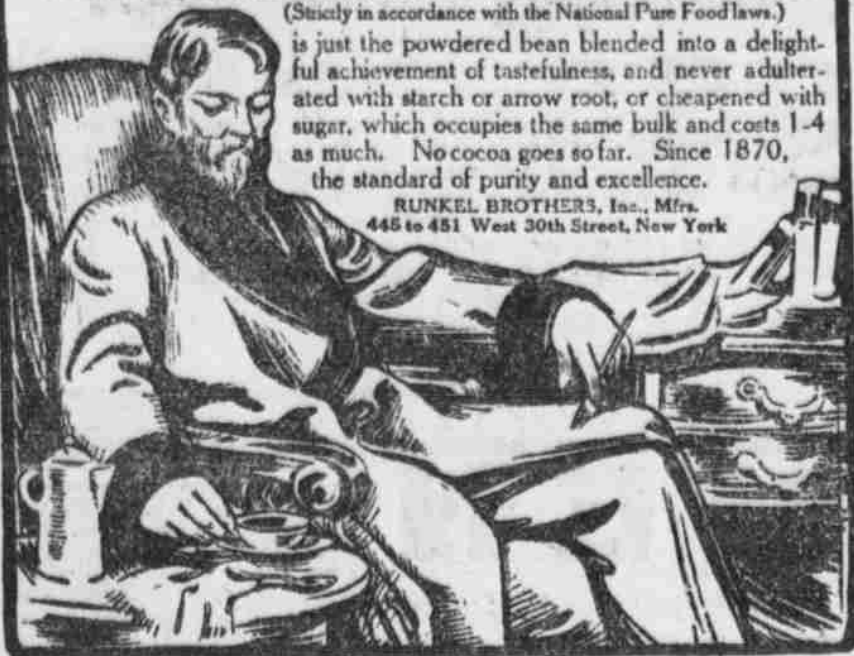
If you are nervous, instead of drinking tea or coffee, which can only stimulate, drink cocoa, which is not only a drink, but a food, too—a builder-up of nerves and strength. But drink good cocoa, pure cocoa—drink Runkel's.



RUNKEL'S COCOA

(Strictly in accordance with the National Pure Food laws.) It is just the powdered bean blended into a delightful achievement of tastefulness, and never adulterated with starch or arrow root, or cleanness with sugar, which occupies the same bulk and costs 1-4 as much. No cocoa goes so far. Since 1870, the standard of purity and excellence.

RUNKEL BROTHERS, Inc., Mfrs.
445 to 451 West 30th Street, New York



MORE BONDS ARE APPROVED

Broach-Harvey Company Has Eighty-Three Up to Present Writing.

NO OTHER CONCERN GETS A LOOKIN

Mayor Dahlman Remarks at Meeting of Fire and Police Board that Dr. Miller is Missed.

"We miss Dr. Miller," remarked Mayor Dahlman Monday afternoon when he called the Board of Fire and Police Commissioners to order. Dr. Miller was the only absentee. The session has been a busy one. Sixty-three police bonds for the year, taken out in the Metropolitan Mutual Bond and Surety company, were approved, which, with twenty approved a week ago, makes a total of eighty-three Metropolitan bonds put through for the police department. There are only half a dozen left to be taken out. It was remarked that the Metropolitan company seemed to be getting the business. The board recently passed a resolution that the bonds could be taken out with this company. This resolution was presented by W. J. Broach, A. R. Harvey, clerk of the police board, is secretary of the bonding company in question. W. J. Broach is said to aspire to being a director in the same company.

The information was given out during the meeting that some of the present bonds of the policemen did not expire until April, May and June, and that if they took out new bonds at this time in the Metropolitan company that was their own funeral.

How Trick is Turned. Some of the policemen have said that Clerk Harvey of the board has solicited the business personally and that Captain Broach is after a directorship in the bonding company mentioned. But that did not come up at the board meeting. Commissioner Thomas, however, appeared somewhat dubious as to propriety of approving a bunch of sixty-three bonds without first looking up the board records and determining whether, as he understood, many of the policemen's bonds did not expire for some months hence.

It was ordered that a year's lease be entered into with S. S. Curtis for the rental of the engine house at Eighteenth and Harvey streets for a consideration of \$2,500 for the year, an advance of \$450 over the rental for 1906. The trial of Hoseman McNamara for failure to respond to the gang at the fire house at Twenty-seventh and Jones streets brought out the matter of the necessity of placing a gang upstairs of that house. Chief Salter was asked to investigate. Mr. McNamara was discharged. He said a sound sleeper could not always hear the gang in all parts of that house. Al Samuelson was confirmed as sergeant in the police department. Mr. Samuelson has been serving as sergeant thirty days. The board adjourned to 1:30 next Monday afternoon.

Announcements of the Theaters. A special Lincoln's birthday matinee will be given at the Orpheum this afternoon. The bill for this week embraces a variety of entertainment that appeals to the many tastes of theater-goers, and for the most part, even the roster of excellent performers are new here, this being their initial bid for favor.

"When the World Sleeps," the new Langdon McCormick play, which the Mitchell brothers have given an elaborate production, will be the offering at the Krug two days, commencing tonight. The play is claimed to be one that is far above the ordinary in point of interest and scenic investiture.

Funerals of Mrs. J. W. Steverling. The funeral of Mrs. J. W. Steverling, who died suddenly early Saturday evening from an attack of heart failure, was held at 2:30

Monday afternoon from the residence of her daughter, Mrs. V. H. Beck, 274 Runkel street. Interment was at Forest Lawn cemetery. Mrs. Steverling is survived by two sons, Edwin and Fred, and two daughters, Mrs. Grau and Mrs. Beck.

RIVERS ARE STILL SWELLING

Platte and Loup Are Rising as Result of Melting of Heavy Snow.

The continued warm weather is melting the snow on the hills and plains of Nebraska and the Platte is ready to break its banks. Reports are already coming in showing that the bridges along the state are in immediate danger. Reports are received at Grand Island of the flooding of parts of the town of Pleasanton, on a branch line of the Union Pacific, to a depth of four feet from the Loup river. All bridges are in danger. So far none of the railroad bridges have gone out. The latest report from the Loup was that the river was "full up," but the bridge had not gone out.

See Want Ads for Business Boosters.

SEASONABLE FASHIONS.



6827

NO. 6827—A PRETTY DRAPED WAIST. There is no more graceful mode of fashioning the new materials than by means of shirrs and drapery and a pretty waist showing draped portions in front and back is shown. The waist is very simple, the body portion being easily full on the lining as far as the yoke, while the trimming portions form the drapery. These may be of the material of the waist or contrasting, while the narrow band which finishes the sleeve puff should also show contrast. The style is one suited to development in silks, crepe de chine, velvety or similar light-weight fabrics, the medium size requiring three yards of twenty-seven-inch goods. 6827—Six sizes, 32 to 42 inches bust measure. The price of this pattern is 10 cents.

For the accommodation of The Omaha Bee readers these patterns, which usually retail at from 25 to 50 cents, will be furnished at a nominal price (30 cents), which covers all expenses, in order to get a pattern enclosed to each giving number and name of pattern wanted and bust measure. As the patterns are mailed direct from the publishers at New York, it will require about a week's time to fill the order. Ad-Omaha, Neb.

CLARK ON THE BRIDGE TOLL

Interstate Commerce Commission Hears Union Pro's Switching Case.

COMPANY HOLDS OLD RATE INSUFFICIENT

Freight Traffic Manager Munroe Tells Commissioner Increase Was Made to Get Compensatory Fee.

The complaint of the Omaha Grain exchange against the Union Pacific for unjust and discriminating switching charges westbound between Council Bluffs and Omaha is increasing that charge from \$2 per car to the minimum of \$3 per car in grain consigned to Omaha and South Omaha was heard by Interstate Commerce Commissioner E. E. Clark in the north court room of the Federal building yesterday and taken under advisement. Ten days are given the plaintiff to file its written case and the railroad has the same time to answer.

The interests of the Grain exchange were looked after by M. L. Learned of the firm of Kennedy & Learned, assisted by Secretary McVann of the Grain exchange. General Solicitor John N. Baldwin of the Union Pacific had charge of the interests of the railroad company.

The complaint alleges that on July 25, 1906, the Union Pacific issued a grain tariff becoming effective July 31, 1906, whereby grain would be hauled in car lots from Omaha and South Omaha to Council Bluffs and from Council Bluffs to Omaha and South Omaha at a minimum charge of \$2 per car, and that these rates continued in effect until January 7, 1907, when the Union Pacific Railroad company issued a new tariff, becoming effective on that date, making the charge 1 cent per hundred pounds for grain in car lots, or at a minimum of \$5 per car for west bound grain from Council Bluffs to Omaha and South Omaha. The petition further alleges that this rate is specially discriminatory against Omaha and South Omaha and is unjust, unfair and without warrant and that the elevators in and about the three cities constitute a grain or elevator district, and that the district is injured by this discriminating tariff and the cancellation of the old tariff of \$2 per car.

Union Pacific Denial.

The Union Pacific people deny they have increased the rate and that the new rate becoming effective January 7, 1907, is not unreasonable, but that the old rate did not fairly compensate for the service rendered.

Commissioner Clark asked Mr. Baldwin if he wished to make any statement. Mr. Baldwin said: "We have no particular statement to make at this time. We claim that the change of the rate was made for commercial reasons."

Mr. Learned—I do not contend that the raising of the rate absolutely determines a case against the railroad.

Mr. Baldwin—we will show by witnesses where the elevators entering into this complaint are located with reference to the Union Pacific tracks, which will certainly have some bearing on the determination of the case.

Mr. Learned then introduced in evidence certain exhibits showing the location of all the elevators in Omaha, South Omaha and Council Bluffs, and upon the presentation of these exhibits the complainant rested.

Munroe on the Stand.

J. A. Munroe, freight traffic manager of the Union Pacific, was called to the stand and shown the exhibits offered by Mr. Learned indicating the location of the elevators in the grain district. He said that the only elevators located on the Union Pacific tracks were the Transmississippi and the Omaha Elevator company's elevator in Council Bluffs and the Twombly & Son's elevator in Omaha, with one or two other local concerns that were not properly public elevators in the common acceptance of the term.

Mr. Munroe produced the tariff sheets of the Union Pacific for several years back. He said: "Prior to 1906 the charge for switching elevation and other work was on the basis of 1-cent per hundred pounds or \$5 a car to points on the Union Pacific tracks."

This charge was also a minimum. This charge was made only on the Union Pacific tracks in Iowa and Nebraska. The local east bound rate was 3 cents per hundred pounds prior to 1904. Later in 1904 a number of elevators were built in Omaha, but none of them on the Union Pacific tracks. The reason for raising the rate was directly foreign to any purpose of discrimination against Omaha."

Old Rates Not Enough.

"I never believed that the old rate was compensatory, and this is particularly true since the destruction of the Transmississippi elevator at Council Bluffs two years ago. This elevator was situated on Union Pacific tracks. The Union Pacific owned no convenient location in Omaha where a new elevator could be built, but did own a suitable site in Council Bluffs, and the Transmississippi company was induced to rebuild there and has built an elevator of 500,000 capacity. The grain conditions at Council Bluffs became very much congested and we gave the \$2 rate in order to relieve that congested condition. With the increase of the grain business at Omaha the condition had become so burdensome that we could not stand it longer, as all west-bound grain came over foreign roads and the switching all well upon the Union Pacific and the old \$2 charge exceeded the gross revenue of handling the car. On June 27, 1906, we extended the elevator allowance of all elevators not on the Union Pacific tracks. We thought that by doing this we were leaning rather toward our patrons than to our stockholders."

Per Diem Charges.

Mr. Munroe went into the question of per diem charges exacted from all roads for cars not of their own equipment, which at present is 50 cents per day, and the minimum charge of four days, or \$2, is to be paid. A few years ago the per diem charges were 30 and 25 cents per day. During the year 1906 the Union Pacific paid the \$2 per diem on 1,067 cars, from which it did not receive one cent in return, either directly or indirectly. He said, further, that all switching charges were absorbed by the outgoing road. If a car of grain is sent out on another road than the originating road another \$2 is charged, which is billed against the Union Pacific, but if the car goes out on the Union Pacific only the \$2 charge is made. In conclusion, Mr. Munroe said:

"While it may be true that the Omaha elevators pay more money than do those at Council Bluffs, they get better service. The question of charges incidental to intermediate switching was gone into at some length, and it was shown that much of this was practiced in Omaha.

Lincoln on the Stand.

W. D. Lincoln, assistant superintendent of the car service department of the Union Pacific, was the next witness. He testified merely as to the per diem rules which have been in effect since July, 1906. He said:

"Most of the roads entering in Omaha are in the agreement. However, there are two rates at the present time, one of 50 cents per day and another of 25 cents per day, with the minimum of the four days basis. With those observing the 25 cents per diem rule a penalty of 75 cents per day is charged after thirty days. There is no penalty under either rule."

With the conclusion of Mr. Lincoln's evidence the defense rested. Mr. Learned

asked, however, that Mr. Lincoln might be recalled during the afternoon for a brief examination relative to the per diem agreement.

COMPLAINT OVER SIXTY DOLLARS

Claim Brought Up by Kinellas Against Northwestern.

The Kinellas Grain company of Nebraska asks the Interstate Commerce commission to investigate its charge against the Chicago & Northwestern for excessive freight charges in two instances, amounting in the aggregate to about \$60.

In the absence of the complainant Commissioner Clark was disposed to postpone the Kinellas case indefinitely, the complainant having had sufficient notice to be present. However, upon the suggestion of Attorney C. C. Wright, representing the Northwestern, the hearing was continued unless the complainants should make some showing why no appearance was made at the hearing, and in that event the prayer was made that the case should be dismissed.

Mr. Bassett bases her claim for a divorce upon an allegation of infidelity. Her original petition filed here alleged only cruelty and non-support. It was after the Bradford detective agency had furnished certain information against Mr. Bassett that this new allegation was made by the wife. It is said the detective was hired by Rev. E. Lawrence Hunt, pastor of the Noble Street Presbyterian church, in Brooklyn, Rev. Mr. Hunt was named as correspondent by Mr. Bassett when he filed his petition for a divorce in Washington.

Mrs. Bassett and her children, including the little one over whom the public drama has been caused, have resided in Omaha for a year or more. They live at 4107 Dodge street. Mrs. Bassett is the daughter of ex-Senator Rice of Arkansas, who figured prominently in the United States congress over a decade ago. The case is expected to be starting in its trial, as it has already been in its preliminaries.

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Mr. Powell has made arrangements with importing houses of automobile supplies whereby he will job all such supplies with dealers in this section of the country. He will put two traveling salesmen on the road and this business, which has been done through Chicago and New York, will be done through Omaha.

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ATTENTION! PIANO BUYERS

We wish to announce the purchase through a local railroad company of—

Several Carloads of High Grade Pianos

These instruments were consigned to one of the largest dealers in San Francisco, but on account of being in a wreck in transit, the shipment was thrown upon the hands of the railroad company, from whom we purchased the entire lot at a small part of their real value for spot cash. Upon opening them up we find that—

Out of 142 Pianos in the Consignment Only About 20 Were Materially Damaged

the balance being in almost perfect condition.

Never again will such Piano Bargains be offered to the people of Omaha and vicinity. Never again will you have such an opportunity to get such a selection of high-grade Pianos; such well-known makes as—

Chickering Bros., Chickering & Sons, Sohmer, Fischer, Estey, Franklin, Wegman, Mellville Clark, Bailey, Price & Teeple, Schaeffer, Wellington, Behr Bros., Vose, Krell, Kingsbury, Lester and many other well-known makes

All Go on Sale Saturday, February 16

HAYDEN BROS.

WRITE FOR CATALOGUES AND PRICES.

BASSETT AND COUNSEL HERE

Man Comes from Washington to Fight Divorce Case in Omaha.

TRIAL IS SET FOR TUESDAY MORNING

Occupies Conspicuous Place Before Public Because of Accusations Against the Prominent New York Minister.

Edward F. Colladay, attorney for Charles C. Bassett, arrived in Omaha from Washington, D. C., Monday morning and Mr. Bassett also arrived here later. The Bassett divorce suit will start Tuesday morning in the district court. It was to have started Monday morning, but Attorney Stout, for Mrs. Bassett, was busy with another unfinished case.

Mrs. Bassett bases her claim for a divorce upon an allegation of infidelity. Her original petition filed here alleged only cruelty and non-support. It was after the Bradford detective agency had furnished certain information against Mr. Bassett that this new allegation was made by the wife. It is said the detective was hired by Rev. E. Lawrence Hunt, pastor of the Noble Street Presbyterian church, in Brooklyn, Rev. Mr. Hunt was named as correspondent by Mr. Bassett when he filed his petition for a divorce in Washington.

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