



BRANDEIS "BOSTON STORE" & SONS MEN'S EXCLUSIVE CLOTHING CORNER Northwest Corner 16th and Douglas Separate Entrance—Enlarged Quarters

Sensible Spring Clothes for Business Men

If a suit is correct in style—refined and pleasing in pattern—shape-retaining in every way and serviceable for every purpose, it's a good business suit. That's the kind that Brandeis sells. You don't need a tailor's label in an every day business suit, but you can have a suit every bit as good as a tailor's for half his price. Right up to the minute—browns, blues, greys, etc., at \$10-12.50 and \$15

Brandeis is known all over Omaha as the headquarters for the very best ready-to-wear clothes in Omaha. It's a store for well dressed men.

The Rogers-Peet The Stein-Bloch The Hirsh-Wickwire The "Newport"

The four style leaders and quality leaders in Men's Hand Made Clothes.



Extra Pair of Knickerbocker Trousers and Cap to Match FREE with Boy's Suit at \$3.98

A GRAND EASTER OFFER for BOYS

Here's just what you want for your boys' spring wear. These suits are made of the finest all wool materials—four different styles to choose from—shadow plaids, over plaids, club checks and other new patterns—ages 8 to 16—extra pair of knickerbockers and cap to match with every suit—a \$6.00 value at \$3.98

Boys' Fine Suits for Spring

The new Buster Brown styles, the becoming Russians, sailors and norfolks—the very latest, dressiest styles and fabrics. Prettiest of all boys' clothes for Easter—250-398-\$5 and up to 998

THE BEST HAND TAILORED CLOTHES for MEN OF TASTE

These are the suits that men who know good clothes will choose every time. They wear well because they're made well. Only the best fabrics are used. Only the best tailors make them. The best dressers wear them. The prices:

\$1750-\$19-\$21-2250-\$25 up to \$30

Easter Novelties in Jewelry Section

On front bargain square, entire stock of a Providence jewelry house, imported lace pins, cuff pins, hat pins, jet necklaces, and fancy beads, worth up to 50c, at 10c. Imitation Bohemian garnets, hair barettes, at 25c.

The New Leather Anthony Belt—Sold only at Brandeis, in all leading colors, blue, brown, tan and black—no charge for extra sizes, 30 inch to 36 inch, at 50c. Beaded bags, worth up to \$4 each, choice \$1.

Beautiful Mounted Comb Sets—back comb, two hair pins and barette in fancy box at 50c. New swagger bags, in brown, black or blue, worth \$1.50 and \$1.75, at \$1.

In Basement--2 Specials Saturday Night Only

From 8 till 10 p. m.—Children's fine ribbed black hosiery. They are seconds of regular 15c, 19c, 25c, at pair 7 1/2c. For Two Hours Saturday Night They Will Be Sold.

10c Rolls Wall Paper on sale 8 till 10 p. m., at 1 1/2c roll. Choose from 5 new beautiful patterns, full size rolls, not over 25 rolls to any one customer, at roll 1 1/2c.

BRANDEIS "BOSTON STORE" & SONS

Saturday--Our Greatest Doll Sale

A great eastern importer's entire sample line of fine kid body and dressed dolls goes on sale at about half the cost to make.

Dolls Worth Up to 75c at 29c Hip and knee joints, woven wig, moving eyes, shoes and stockings, made from fine quality kid; sale price. 29c ALL THE VERY FINEST DOLLS—With eye-lashes, side parted wigs, fully jointed kid body dolls, made to sell up to \$3.00; will go at 59c-98c THOUSANDS OF DRESSED DOLLS to choose from—the regular selling price would be up to \$1.00. In four lots for 5c-10c-15c-25c Saturday, at, each. Pretty, high grade dolls never sold at such prices before.

The Dressy Silk Jumper Suits

These chic little Silk Suits are surely the prime favorites for spring. Everyone admires them. They're so serviceable and so smart in style as well, made in the plain striped and checked fabrics. Ask to see those at 9.98

New Silk Demi Costumes

The Waists and Skirts to these summer dresses are made in fancy effects—some of the very newest ideas—you'll think it a very pretty new dress indeed. 17.50

Women's New Tailored Suits

Simple, but very stylishly made—splendidly tailored—there is no suggestion of 1906. Here all are very fetching 1907 styles and colors. 12.50

"Fashionseal" Suits for Spring

The Suits for women that bear the name of "Fashionseal" are the highest quality tailored apparel. Scores of new styles and colors—favorite models, at \$25

EFFECT OF TERMINAL TAX

New Law Will Add Five Millions to City Taxable Property.

REVENUE HUNDRED THOUSAND OR MORE

County Assessor Reed Points Out Some Facts and Figures that Will Interest People in Omaha.

County Assessor Reed figures that about \$5,000,000 worth of tangible property will be added to the assessment rolls for the payment of city taxes by the passage of the terminal tax bill if it finally becomes a law. This is only for taxation for city purposes, on the one-fifth taxation basis as the county, state and school assessment will be reported to the state board the same as heretofore. As The Bee pointed out in an editorial recently showing the terminal tax bill should be passed, the total railroad terminal valuation in Omaha, according to the assessment for the current year, is \$2,123,750. This valuation has never been questioned or contested by the railroads; they have only questioned the jurisdiction. On the one-fifth valuation basis this would yield to the city of Omaha upward of \$200,000 taxes for city purposes which it does not now get. The Union Pacific terminals, the most valuable, are placed at \$16,000,000 and on that it paid to the city for school taxes only \$2,028.42. These figures were based on the bill as originally introduced. Since then it has been amended in the house so as to provide for assessment of franchises and rolling stock valuations by the state board and their distribution, which will prove an advantage for the smaller and a disadvantage for the larger terminals. Under the bill, as amended, the best estimates place the amount of additional revenue from the city of Omaha at between \$100,000 and \$120,000 a year. Under the old law as interpreted by the state board the ground under the Union Pacific shops was assessed by the state board and distributed, but the shops and shop machinery were assessed locally at about \$80,000. The Union Pacific headquarters was assessed locally at \$120,000 and the Burlington headquarters at \$120,000. By the passage of the new law the side tracks will be added to the local assessment

roll, the west end of the Union Pacific bridge, the depots and the shop grounds. The freight depots will be changed from the state board to be assessed locally and the new Northwestern depot will also be assessed for local purposes instead of being added to the terminal tax for the city as would have been the case under the old law. This was one of the sore points for here were four city blocks, taken right off the assessment roll because they were bought by a railroad company.

Business Men Gratiified. The news of the bill's passage brought great cheer to those business men who have stood with The Bee for years in this fight. F. D. Wood, one who has been active, voicing the general sentiment, said: "I think the bill will add value to city and village property within the state of Nebraska, because it will increase to a perceptible extent net earnings of such property. In Omaha it will undoubtedly decrease the taxes on all other property, both real and personal, at least 10 per cent. It shows that when the people fully understand a situation they decide rightly and Nebraska is fortunate in having a legislature that is representative of the people. We are to be congratulated for having in Governor Sheldon a man with convictions and backbone to stand by what is right. I think his influence in Lincoln has been felt by the legislature. It should be said to his credit that he was favorable to terminal taxation in two previous sessions before this measure became well known and popular."

C. F. Harrison was another man to be pleased with a telephone message he received Friday from W. G. Ure regarding the passage of the terminal taxation bill in the house. "It is a law," Mr. Harrison said, "that is in the interest of fairness and one to which the railroads should not object. It shows that the members of the legislature did not believe the statements of railroad representatives, that the smaller towns would get less taxes under this method of assessing railroad property. We who fought for terminal taxation four years ago went against a stone wall in the legislature, and it is gratifying to note that many of our legislators have taken the right view of the bill."

BOB CLANCEY PAYS THE FREIGHT

Will Turn in Salary Checks on Union Pacific's Terminal Tax.

Down at Lincoln they are having all sorts of fun out of the redoubtable Bob Clancey, lobbyist for the Union Pacific.

So sure was Clancey at the outset that terminal taxation will meet the same fate at the hands of this as it had at the hands of other legislatures that he laughed and said: "Ah, terminal tax, why, pshaw, that's the least of our troubles. If we had nothing worse than that before us we'd have any selling. I'll pay all the terminal tax the Union Pacific ever has to pay."

So now it's up to Clancey and it is supposed he will have to turn over at least two of his monthly pay checks to liquidate the Union Pacific's share of the first payment at any rate. Railroad attorneys and officials in Omaha do not care to talk at any great length on this subject just now. The first information the Union Pacific legal department had of the passage of the bill came from The Bee. "Is that a fact?" was the response, when one of the attorneys was advised of the fact. "What was the vote? Do you know what, if any, amendments it carried? No, we don't want to make any statement now."

Jim Kelly, chief medicine man for the Burlington in this legislature, was not accessible at his offices.

ALL DEPENDS UPON OMAHA

Such is John E. Kennedy's Version of Missouri River Appropriation Matter.

"I do not understand that there will be any special appropriation of the \$100,000 appropriation made by congress for the improvement of the navigation of the Missouri river between Kansas City and Sioux City to special districts between these cities," said ex-Congressman John E. Kennedy Friday morning, speaking of the news from Washington. "The greater amount of the money will go to the district that shows the greatest activity by putting boats or barges on the river and entering into the actual business of river transportation, and who may then be enabled to say at what point the channel of the river should be kept open."

"Brigadier General Alexander McKenzie, chief engineer of the United States army, has general charge of all the river and harbor improvement work and Colonel J. B. Quinn of Sioux City is the local work, which includes the Omaha district. "I do not think much can be accomplished unless the Omaha people wake up to the fact that the Missouri river is a navigable stream and thus demonstrate their faith by their works in showing a disposition to utilize the Missouri for transportation purposes. So you see it depends wholly upon what Omaha does to entitle it to any considerable part of the appropriation by proving the earnestness of the city to do its part toward reopening Missouri river navigation. The prime object of the appropriation is to keep the channel of the river clear. Hence Omaha interests must get a move on themselves if they expect to get any share of the money."

WINCHELL FEARS NO PANIC

President of Rock Island Thinks Current of Prosperity is Unchecked.

DIFFERS WITH THE CALAMITY HOWLERS

Party of Officials Visits Omaha in Private Train to Make Inspection of Their Property.

"I do not believe the current of prosperity has been checked by it," said President H. L. Winchell of the Rock Island in Omaha Friday, speaking of recent legislation affecting railroads. "Of course there are some people who think they see bad things in store for this country, but I am not one of those. Among those who take the view opposite from mine are many well-informed men and I may be wrong and they right."

As the president's special on the Rock Island road bearing Mr. Winchell, Second Vice President Mudge, Third Vice President Biddi and Superintendent Cable pulled into Union station Friday noon reporters approached the most demonstrative-appearing man in the party and asked for the list of the members of the official party. The affable gentleman gave the list of the members, said they would remain in Omaha until 10 o'clock in the afternoon; that they were simply making a trip over the line, as it was their habit to keep going most of the time, and that they had had a pleasant trip through Iowa.

"But you did not mention the name of President Winchell in the list you gave us," said one of the reporters.

"Well, I am Winchell," said he who is at the head of the great Rock Island system.

Wishes for Omaha Terminal.

"I only wish we had some terminals in Omaha so I could discuss the terminal taxation measure with you. I am sorry we have not," said Mr. Winchell. "It is a mistake for the people to cry that every move the railroads make at this time is done in the spirit of retaliation. When state pass laws and other adverse railroad measures the railroads have to make radical changes to adjust themselves to the conditions, and because some of these are radical measures I do not think it right to say these things are done in a spirit of retaliation."

When asked if he coincided with President Roosevelt's views on the matter of taking the state control of railways away and putting more control in the hands of the federal government, Mr. Winchell said he had not read the president's views on that subject, but he said he thought it wrong to have railroads reported at several different valuations for different taxation purposes.

SIXTEEN THOUSAND IN DUTY

Large Amount of Tax on Goods Shipped to an Omaha Firm.

As a practical illustration of the efforts of the firm of J. L. Brandeis & Sons to make the opening of the second floor of its new store building, Sixteenth and Douglas streets, next Monday an event of actual value and importance, a member of the firm stated that according to the report of the collector of United States customs, the firm has paid in duties on millinery and costumes during the last few weeks, the sum of \$12,884, and that the goods represented by this large figure have been sent here from all over Europe expressly for the opening.

All these shipments have been sent through J. L. Brandeis & Sons' own foreign office at No. 1 Rue Ambroise Thomas,

Paris, direct in bond to Omaha. The passing of so many large shipments through the customs office to Omaha naturally adds prestige to this western city as a retail and style center, among those who take note of these things.

CITY UNDER INJUNCTIONS

South Omaha Mayor and Council Are Restrained in Two Different Spots.

The mayor and city council of South Omaha Thursday were placed under the weight of two injunctions.

An injunction was issued in the district court Friday against the city of South Omaha, the mayor and city council, enjoining them from paying out any money for the purchase of tracts for the new city park. The injunction was issued on petition of Frank G. Wallweber, who alleges that the \$300,000 bonds voted by the city were for purchasing and improving a tract for a city park. He sets forth the entire sum excepting only \$5,000, was expended in the purchase of land as follows: Patrick Hoctor, \$4,000; A. C. Kennedy, \$2,000; Edward J. Dee, \$4,000; John J. Ryan, \$5,000. These proposals were accepted by the council March 19, 1907.

An injunction was issued at the request of Hugh Murphy in the district court Friday against the mayor and city council of South Omaha. By it the defendants are prevented from interfering with Murphy in the removal of 250,000 paving brick and 1,000 yards of broken stone distributed along Missouri avenue.

Murphy entered into a contract with the city of South Omaha July 27, 1906, to pave Missouri avenue from Thirteenth to Twenty-fourth streets. Subsequently he abandoned the contract, claiming it was void. The city then set about doing the paving, but was enjoined by Mike Brunski and other property owners from assessing the cost against the property owners or proceeding with the paving.

The matter has stood in this state since then, but Murphy attempted to haul away the brick and material he was prevented from doing so. It will come up March 30 for hearing.

GROWTH OF NORTH PLATTE

Development Going on Faster Than Outsiders Realize, Says M. H. Douglas.

"The people of Omaha don't realize what a thriving city we have in the western part of the state," said M. H. Douglas of North Platte, representative of the Union Pacific division No. 85 of the Brotherhood of Locomotive Engineers, who is in Omaha to arrange for the great May party which that order will give at North Platte May 1. "North Platte is the center of great railroad activity," said Mr. Douglas, as he sat at the Merchants hotel and told of the magnitude of their May party. "We do things right when we do them, and our May party, which is the twenty-fifth anniversary of the formation of the brotherhood, will be a hummer. It will cost us about \$500 to get the Fort Crook band for the occasion, but we must have the best there is. We are building a new hotel and are trying to learn from Omaha's faults and keep ahead of the time with hotels, although I will have to admit they are pretty crowded there now, with the great rush of dockworkers the Burlington and the Union Pacific are sending out by the trainload to populate the west."

"We will soon be raising so much in those valleys that it will take an extra line of rails to bring in the products to market. We now don't fool around with carloads, but ship sugar beets and hay out by the trainload. This prosperity in the west is bound to reflect in Omaha, which gains from all the good that is done in the west."

We rely on Omaha for the news and other things and are proud of the metropolis."

ANOTHER LARGE HOSPITAL

Pretentious Institution is Contemplated in Omaha if Suitable Site Can Be Obtained.

Capitalists and Presbyterian philanthropists of western Iowa have recently made inquiry in Omaha for choice sites for the erection of a large hospital and the matter has been taken up by several prominent Omaha physicians and churchmen with a view to acquiring a site.

It is deemed certain that a mammoth hospital will be erected if a site is donated for the purpose, but the chief obstacle is securing a free site of sufficient size in a desirable location. The promoters of the hospital were offered a large tract of ground by Dr. S. D. Mercer for the purpose, but it is desired to secure three or four acres and that offered by Dr. Mercer was deemed too small.

It is reported the hospital would be operated in connection with the Presbyterian hospital of this city, but would be larger and more pretentious than any of the Omaha hospitals.

MOST CRIMINALS IMPORTED

Five-Sixths of Those Tried in Last Years Were Negroes from South.

William Cook, colored, who broke into a box car and stole some notions, pleaded guilty Friday and was sentenced by Judge Troup to two years in the penitentiary.

James Dibbs, colored, was dismissed and his case nolle. He was accused of breaking and entering but evidence against him was meager.

With the disposition of these two cases the criminals awaiting trial have been pretty well disposed of. It is a remarkable fact that at least five-sixths of the men who have been on trial in the criminal court in the last year were colored. The packing houses that imported these negroes are generally held to blame for this great epidemic of crime.

It has been a great expense to the county for all the men are destitute and all take advantage of their right to have counsel appointed for them at the county's expense. Usually the attorney finds he has no case at all and the plea is changed to guilty at the last moment after the witnesses have been subpoenaed and sometimes a jury empaneled. George Smith, colored, who was tried a few days ago insisted on his plea of not guilty and a trial had to be gone through with though he was caught red handed in the crime by two policemen and had not the shadow of a defense. He will draw several extra years in the penitentiary for insisting on his plea of not guilty.

DOCTORS MOURN CRUMMER

Missouri Valley Association Passes Resolutions on Death of Omaha Physician.

The closing session of the semi-annual meeting of the Medical Society of the Missouri Valley, held in Edward Creighton institute, was devoted almost wholly to the reading of technical papers and their discussion. These embraced treatment on surgery, gynecology, obstetric and other topics of interest only to the medical profession. Resolutions of condolence and respect were adopted in memory of the late Dr. B. F. Crummer, who died in Omaha January 25. At the meeting of Thursday evening Secretary Charles Wood Puseett of St. Joseph called the attention of the society to the meeting of the American Medical association at Atlantic City June 4-8. The special train conveying the "Missouri Valley" delegation will leave Omaha the evening of May 21 and will go by way of St. Louis, Indianapolis, Cincinnati and the picturesque Chesapeake & Ohio route through Virginia, stopping at White Sulphur Springs, and will visit the Jamestown exposition. The fare has been arranged at one fare for the round trip plus \$2.

About fifty new members have been added to the society since the Omaha meeting began and it is hoped to run the new list up to over sixty.

The session, which was a most profitable and interesting one, closed Friday evening, following the reading of a number of theses on miscellaneous medical matters.

Building Permits. The following building permits have been issued: A. Rubenstein, 154 North Nineteenth, \$250 dwelling, H. M. Murray, Twenty-fifth and First, \$3,000 dwelling, Palace Clothing company, alterations, \$2,500; Mary A. Jelfek, 220 South Thirteenth, \$1,500 out-gate.

MARCH GOLDS

are more deep-seated in nature, more stealthy in progress, more hurtful to tissue and structure of throat and lungs than colds contracted in other months. For they are cured by Dr. Bull's Cough Syrup. It has cured colds and coughs for 30 years. Doctors and nurses prescribe it. Thousands of American families use

Dr. Bull's Cough Syrup

"I contracted a very severe cold in the spring, being caught in a very rain while going to work. I felt miserable. The cold developed the cough, and the cough in turn assumed dangerous tendencies. I concluded to try Dr. Bull's Cough Syrup, and this remedy not only greatly relieved me at once, but also cured me in a short time, and I recommend it to my friends."

Milnes A. Grant, 400 First St., S. E., Washington, D. C.

Sample sent free to all readers. We want you to have absolute confidence in Dr. Bull's Cough Syrup and, to that end, will send you a sample free if you will write for it and mention this paper. Address A. C. McLELLAN & CO., Baltimore, Md.

REFUSE THE SUBSTITUTE. Make no mistake. There is no remedy "just as good" as Dr. Bull's Cough Syrup. Insist on getting Dr. Bull's; it comes and is the best. At all druggists. Price, 50c, 90c, and \$1.00.



The Packard SHOE FOR MEN

is in a class by itself. While by no means ultra in its exclusiveness, it is modeled on lines peculiar to the high-class designer. The Packard is regal in style, standard in quality, high grade in every respect. Sold at \$3.50 \$4.00 \$5.00 in all styles. If your dealer does not carry the Packard Shoe, write us for Catalogue and name of nearest dealer who does. M. A. PACKARD CO., Brockton, Mass.

ALWAYS UP TO DATE EVERY PAIR MADE TO ORDER