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Schwab's \$15 Special. It's On the Sleeve. Schwab Clothing Co. Makers of Honest Clothes. ST. LOUIS, MO.

Tooth Powders at Beaton's

- 25c Lyons' Tooth Powder...15c
25c Colgate's Tooth Powder...15c
25c Graves' Tooth Powder...15c
25c LeGrand's Tooth Powder...15c
25c LeGrand's Tooth Wash...15c
25c Swinton's Tooth Paste...15c (Friday only)
25c Rubifloom...15c

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Served at all first class cafes and restaurants. Made only by The U. P. Steam Baking Co.

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Food for Nerves. Weak and nervous men who find their power is work and youthful vigor gone as a result of overwork of mental exertion. BEATON'S NERVE FOOD. They will make you feel and sleep and be a new man. 50 Cents a Bottle. Sold by Sherman & McConnell Drug Co. 15th and Dodge Sts., Omaha, Neb.

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RAILROADS OBJECT TO TAXES

Insist Lines Are Overvalued in Comparison with Farm Property.

UNION PACIFIC AND NORTHWESTERN HEARD

Several File List of Passholders, but Lists Are Not Complete Enough to Satisfy the Railway Commission.

(From a Staff Correspondent.)

LINCOLN, Neb., May 9.—(Special.)—The Union Pacific and the Northwestern had their hearings before the State Board of Assessment today. General Attorney Benjamin T. White and Frank P. Crandon representing the latter road, and Tax Commissioner A. W. Scribner and the Union Pacific. During the time between the hearings the Fullman Car company assessment was taken up and unless the company asks for another hearing this matter will be disposed of shortly. The board intends to get through with the hearings as soon as possible, though it may be some time before all of the corporations have a hearing. The board desires to complete the hearings by Saturday, but one or two of the smaller roads asked for more time and they will be heard the first three days of next week.

Creditor's Dismisses Value.

Mr. Crandon of the Northwestern laid great stress upon the deductions the board should make if it took the stocks and bonds plan of arriving at the value of his road. Under the stocks and bonds plan he figured, after making the proper reductions the entire system of the Northwestern would be worth less than \$1,000 a mile—that is, every mile in the sand hills of Nebraska would be worth just as much as a mile of road in Illinois or other states. In arriving at its conclusions he urged the board to pay attention to the property in Nebraska and not concern itself with the terminals in Chicago. Discussing the value of his road in other states Mr. Crandon said in Iowa it was valued at \$1,613 a mile; Wisconsin, \$1,445; Michigan, \$13,495; South Dakota, \$4,912. In Minnesota he said, where the tax was on the gross receipts, a senate committee had recommended that this plan be changed and the Northwestern be assessed at \$22,000 a mile. In South Dakota he said no property was assessed at its full value, while in Wisconsin the "land only" knows how railroads are assessed. We certainly get bumped up there," he said, "and we have never been able to find out how those people arrive at the value of a railroad. They won't tell us." Mr. Crandon told the board terminal properties should be assessed where located.

White Cites Chicago Terminal.

Ben T. White, general attorney for the Northwestern, talked briefly after Mr. Crandon concluded, and when asked regarding the place where terminals should be assessed he said the Nebraska board should, of course, take into consideration the fact that its lines were connected with the Chicago terminals, but he assured the board the extent of the Chicago terminals was due in a large measure to the immense amount of local business done, and he understood from the board that the assessment would be made daily there. When the matter of rates came up Mr. White said Nebraska got the full local rate charged for traffic in the state and that 90 out of every 100 cars routed to the east were sent either to Omaha, South Omaha, Fremont or Missouri. He said that the full local rate in the state the full local rate, which is credited only to the state. Mr. White told the board that the constitution provided that all property should be assessed on an equal basis and that notwithstanding the law provided that real estate should be assessed on the same basis as real estate. Real estate, he said, had been increased 25 per cent in value since it was assessed, and if this were true, as had been stated, the assessment of this class of property and railroads was not done on the same basis, as the constitution provided.

Union Pacific Wants a Cut.

A. W. Scribner, tax commissioner of the Union Pacific, appeared before the board in the afternoon. At the conclusion of an address he asserted that if the rule of uniformity in taxation were impartially applied to the assessment of the railroad property of the Union Pacific company in the state of Nebraska its assessed valuation would be fixed for the year 1907 at not more than \$1,000 a mile. The Union Pacific was valued in 1906 at an average of \$2,500, the main line being valued at \$30,000 a mile. Mr. Scribner said the subject before the board resolved itself into two questions: first, the ascertainment of the full or actual value of the property of the Union Pacific and second the valuation which should be placed upon such property for taxation purposes in accordance with the rule of uniformity in taxation prescribed in the constitution of the state. He argued that if income from the business of a railroad company should be given just as much weight by the board in arriving at the value of railroads as that element is given by the local assessors in arriving at the value of the property of other taxpayers and no more. He submitted a statement showing the actual present value of the railroad's tangible property which is subject to assessment for the year 1907. The total was as follows: Main line, 467.28 miles, \$1,098,311; other lines, 186.46 miles, \$4,200,000; Valley branch, 428.20 miles, \$9,088,228; per mile, \$21,500. Kearney branch, 6.74 miles, \$568,684; per mile, \$1,732.

Capitalization of Union Pacific.

The net capitalization per mile of the Union Pacific, said Mr. Scribner, is \$7,342, including the miles of the two new branches in Nebraska which are returned for taxation this year. The Central City branch and the Hershey branch, the value of the stocks and bonds per mile of road is given as \$47,850. Deducting property subject to local assessment from the stocks and bonds value gives a net stock and bonds value of the property of this company subject to assessment of \$4,552 per mile. Mr. Scribner dealt upon the constitutional rule of uniformity, saying that the constitution requires that all property in the state not expressly exempted from taxation shall be taxed in proportion to its value, that the courts have held that the constitutional provision enjoining an equality and uniformity in taxation is paramount and overrides acts of the legislature. In this connection he submitted a statement of transfers of farm lands sold along the line of the road for the year ending April 1. This statement covers 2,829 transfers of lands, the price paid for which amounted in the aggregate to \$16,317,111 and the valuation for assessment of which amounted to \$3,925,550, the assessed valuation being only 23.9 per cent of the sales value. The Union Pacific, Mr. Scribner said, paid \$45 a mile taxes on its Nebraska road and 25¢ for the entire system.

Filing List of Passholders.

The railroads have begun to file their lists of pass holders with the State Railway commission and under the law this will be repeated each month. This morning the Union Pacific, the Chicago, St. Paul, Minneapolis & Omaha, the Joseph & Grand Island, the Omaha street railway and the interurban company complied with the law in this respect and the other roads are expected to get in the same shortly. The St. Joseph & Grand Island was the

only road to file the exchange list, while the Union Pacific sent along a statement saying "except passes issued in exchange with other common carriers and to our employees or other persons under contract and not regarded as free transportation." This is taken to mean that the other big roads will make the same kind of report, and the commission is not sure of its ground in the matter, but will ask the attorney general for an opinion as to whether it is not compulsory for the railroads to report all passes issued, whether the employees or others, with other roads. The reference to passes under contract is taken to mean contract with newspapers, but there is no foundation for this. The commission will also ask for an opinion regarding the right of the railroads to make such contracts. If any have been made, among the passes given by the Union Pacific nearly all are to wives of employees, while thirteen constitute the annual list, including watch inspectors, who dominate the list. Of those holding annuals who have been in the public eye for some time are L. D. Richards of Fremont, manager of the stock yards, and W. G. Whitmore, manager of the stock yards at Valley. The Minneapolis & Omaha has out fourteen annuals and the Joseph & Grand Island fourteen, issued to officers of the company.

Special Rates Permitted.

The Railway commission this morning issued an order to the Burlington allowing it to make a special rate on brick from Gibson to Omaha of 1 cent and to South Omaha for 1 cent. Gibson is one mile from Omaha, and recently a brick yard was started there. A special rate was given the Burlington to haul straw from the neighborhood of Lincoln to a paper mill which is about to be started here.

Big Sixth Is Prosperous.

Congressman Kinkaid of the Big Sixth was here last night on his way to Manhattan, Kan., on private business. Judge Kinkaid said everything was prosperous in his district and people seemed satisfied with the way the world was going. The people were especially interested in the planting of the alfalfa in the Niobrara and in the irrigation work being done. He will spend the summer at his home looking over the district and finding out what his constituents want him to do.

Four Pharmacy Examinations.

Four Omaha men are among the candidates who were successful in passing the recent examination held by the State Board of Pharmacy and are now entitled to designation as pharmacists. The examination was held at Lincoln Wednesday, the full list of those surviving the test being: T. B. Alphin, Ansley; F. G. Arnold, Humboldt; R. L. Bickel, Lincoln; W. Butts, Lincoln; J. C. Cameron, Beaver City; C. E. Cunningham, Brady; E. E. Farnsworth, Grand Island; M. R. Herrington, Fremont; E. Hight, Norfolk; Herman Hirsch, Omaha; F. E. Judy, Council Bluffs; Dr. J. H. Kunkel, Omaha; Ira W. Lindley, Central City; William MacAllister, Omaha; W. B. Millett, Hemingford; Edward R. O'Brien, Omaha; J. Price, Greeley; A. J. Sheppard, Omaha; T. B. Slater, Hiwood; Joseph Svoboda, Wilber; Edward W. Umalek, Omaha; Dr. Charles P. Zimmerman, Napier; Clyde L. Ziegler, Edgar.

No Appointments Made.

Governor Sheldon today agreed with general rumor and supposition and failed to make any appointments. A large number of would-be pie-biters have taken to call timber but apparently a new bunch comes on every day so the list remains well filled.

Student Is Asphyxiated.

James Wadman, a student of a Lincoln business college, residing in Exeter, died this afternoon of a hemorrhage of a blood vessel, or from asphyxiation. The young man was found unconscious in the bath room of his home, and after being revived he died this morning, and though he rallied during the forenoon he could not survive. He had evidently fallen as he left the bathtub, for there was a deep cut on his forehead where he struck the edge of the tub. The gas was still burning under the boiler when the body was found. Relatives in Exeter were notified.

Eastern Star Installs Officers.

The meeting of the Order of the Eastern Star adjourned today after the installation of the following grand officers: Grand matron, Mrs. Ellen Dobson, Lincoln; grand associate matron, Mrs. Marie Aplan, Rushville; grand secretary, Mrs. Anna C. Simpson, Omaha; grand treasurer, Mrs. Carrie E. Wright, Schuyler; grand conductress, Mrs. Emma Miller, Grand Island; grand associate conductress, Mrs. Franc Compton, Curtis; grand patron, W. W. Wright, Beatrice; grand associate patron, Harry F. Alvey, York. The grand matron made the following appointments: Grand captain, — Evans, Dakota City; grand marshal, D. E. Green, Lincoln; grand lecturer, Mrs. Hattie M. Scott, Stromsburg; grand adah, Mrs. Lillian Wheeler, McCook; grand ruler, Mrs. Emma Fuller, Nelson; grand Esther, Mrs. May Chambers, Niobrara; grand Martha, Mrs. Stella Yont, Brook; grand Electa, Mrs. Elizabeth Glaser, Edgar; grand organizer, Mrs. George B. Christoph, Norfolk; grand warder, Mrs. Anna Hozer, North Platte; grand secretary, Mrs. M. Allen, Omaha; grand representative, Mrs. Mary Haggard, Nebraska City. The grand secretary, Mrs. Anna G. Simpson of Omaha, and the grand treasurer, Mrs. Carrie E. Wright of Schuyler, were re-elected.

TEST OF THE NEW ANTI-PASS LAW

Attorney Sullivan of Plattsmouth Admits That the Practice Is Illegal. PLEASANTON, Neb., May 9.—(Special Telegram.)—The case of the State against A. N. Sullivan, who is charged with having illegally accepted and used a free pass from the Missouri Pacific, was tried in district court here this afternoon. County Attorney Hawley read the complaint, including the anti-pass law, and questioned the defendant, the only witness, who introduced the pass and admitted that he had accepted it the first of the year as a retainer and pay in full for his services for the company in this county during the year and that he had ridden to Lincoln and returned on it, but it was not a free pass. Judge Sullivan and County Judge Travis made strong pleas for the defendant and cited a number of decisions. Senator Jesse L. Rose, at the request of the court, explained the wording of the anti-pass law by the house and said that it was aimed at just such men as Judge Sullivan. Judge Paul Jensen took the case under advisement and intimated that the legislature would not pass a law to invalidate a legal contract made for a consideration between a corporation and a private citizen, but it might prevent the making of a similar one in the future.

Workman Dies of Injuries.

FREMONT, Neb., May 9.—(Special Telegram.)—George Hudgett, who was injured by being struck by some machinery connected with a derrick near Wahoo yesterday, died at the Fremont hospital this afternoon without regaining consciousness. About all that can be learned of him is that he was 36 years old and came to Nebraska about a week ago to work with a repair and bridge gang on the Chicago & Northwestern railroad. He appeared to be an industrious man and a good workman.

Body Found on Sandbar.

CREIGHTON, Neb., May 9.—(Special.)—The body of Edward Gardner, formerly a resident of this county, was brought here from Springfield, S. D., today for burial. He committed suicide by drowning in the Missouri river some six weeks ago and the body was not discovered until day before yesterday, when it was found lodged on a sandbar about eight miles south of Springfield. The body was almost unrecognizable aside from a few marks on the clothes. The burial was held in Greenwood cemetery Thursday at 10 a. m., under the auspices of Creighton camp No. 1904, Modern Woodmen of America, a member of which order Mr. Gardner had been for a number of years, having transferred his membership to Springfield.

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NORTH PLATTE CITY AFFAIRS

Election on Water Franchise Is Called for June.

NORTH PLATTE, Neb., May 9.—(Special.)—The last session of the city council lasted until 2 o'clock this morning. The old council wound up its affairs and the new was organized and the new city officers sworn in. After certain routine business the question of saloon licenses came up and licenses were granted to all those who conducted saloons here during the last year. The new applicant was Nikolaus Kirsch of Grand Island. Dispute arose upon the application of the Union Pacific to have certain streets vacated and others opened for the accommodation of the track extension and improvements planned by the railroad. The railroad made no offers to grade the streets to be opened in lieu of the already graded streets which the railroad desires vacated, and some of the councilmen insisted that the railroad should put these streets in good shape as those which they required to be vacated. The main fight of the evening came up when the water works corporation that owns the city plant here asked the council to grant the twenty-year franchise, with odds against it, as the attitude of the entire council seemed to be opposed to anything that would bar municipal ownership of the city water works, but the present plan is regarded as behind the times, poorly located and inefficient, and besides, the water works company demands a fabulous price for it. The condition of things now indicates a strong fight on the question of granting the twenty-year franchise, with odds against it, as the attitude of the entire council seemed to be opposed to anything that would bar municipal ownership of the city water works, but the present plan is regarded as behind the times, poorly located and inefficient, and besides, the water works company demands a fabulous price for it. 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