

LOCAL BACK ON OVERLAND

Short Travelers Will Be Carried on Union Pacific Limiteds.

ORDER IS CHANGED ONCE MORE

Number of Such Passengers on Each Train Will Be Limited to Amount of Sleeping Car Space.

Announcement is made that the Union Pacific, beginning Sunday, will again try the experiment of carrying local passengers on the Overland Limited trains Nos. 7 and 8, leaving Omaha at 8:30 a. m. and arriving at Omaha at 9:40 p. m. A limit, however, is placed on the sales, the number being regulated by the unused space of the sleeping cars and the tickets to be sold to and from the stations at which these trains are scheduled to stop.

This is the second backup the Union Pacific has made within a week on the orders which were issued about a month ago that local passengers would not be carried on trains Nos. 1, 2, 7 and 8, the Overland Limited and the Los Angeles Limited. So great was the public clamor against this order that a week ago the embargo was removed in regard to the Los Angeles Limited, but that did not satisfy the traveling public and a second order has now gone forth granting permission to ride on the Overland Limited.

Serious Problem at Hand.

A serious problem confronted the railroad men. The trains being limited carried no day coaches and were models of luxury. Not only were they the principal trains which went west from Omaha in the morning, but their elegance was an extra inducement for the public to seek out these trains in preference to the other, although an extra price was exacted by the Pullman company for seats.

The railroad men claimed that while the through passengers were at breakfast at Omaha the local passengers would fill up the smoking compartments and the berths and the rear of the observation car until the through passengers, who were at breakfast, could find no seats. To remedy this difficulty and protect the through passengers the order was issued that no more local tickets would be honored on these trains. A storm of protests immediately went up and the railroad soon realized that a mistake had been made. The railroads could not well defend its position, because it did not furnish sufficient local service in the morning to care for the passengers who wished to go west at that time. A train leaves about 7:30 a. m., a slow local, and that was the only morning train. This service did not meet the demand and something had to be done. The officials could not see their way clear to put on extra trains to care for the local business, so they had to take the other horn of the dilemma and let the people ride on the limited trains.

South End of Illinois Central.

President J. T. Harahan has issued the twenty-sixth annual report of the Yazoo & Mississippi Valley railroad, this road being the southern end of the Illinois Central system, and comprises 1,229 miles of road. The report shows the road to have been most prosperous. President Harahan says in his report:

The gross receipts from traffic during the year were \$5,495,523.28, an increase of \$538,488.56, or 10.3 per cent over the previous year. The net receipts, after deducting operating expenses and taxes, were increased \$114,415.53 over last year.

The tons of revenue freight carried increased 485,513, or 13.8 per cent. The average receipts per ton mile decreased from 3.4 mills to 3.3 mills, or 2.9 per cent. This is due to a greater tonnage of low grade commodities carried this year.

The expenses of operation exceeded those of the previous year. In maintenance of way and structures by \$2,307,307.90 or 1.33 per cent. In maintenance of equipment by \$1,515,671.56 or 30.42 per cent. In conducting transportation by \$333,721.02 or 2.59 per cent. In general expenses by \$1,197,181.08 or 2.35 per cent.

Making total net income exclusive of operating expenses \$889,903.98 or 9.87 per cent. The policy of improving standards of maintenance has been maintained. During the year 6,611 tons of new rails were laid at a cost of \$123,442.86, as compared with 9,432 tons, costing \$238,648.42 in the preceding year. The average weight of all rails in main tracks was increased from 23.5 pounds per yard to 25.1 pounds per yard. There were laid 327,941 ties, at a cost of \$145,980, as compared with 426,006 ties, costing \$188,054.29, in the preceding year.

The cost of maintenance of way and structures per mile of road operated this year was \$1,792.43, as compared with \$1,530.68 per mile in the preceding year.

The increased cost of maintenance of equipment was due to increased outlay in repairs and renewals of freight cars, which

Heaviest Homeowners' Day.

"Tuesday saw the heaviest travel of real home seekers to the west the state has ever seen," said a prominent railroad man Friday. "They were most buyers and the state is in a most receptive mood for all who come along. The recent splendid weather has put the state in such condition that it is just right to show off well and the buyers have been getting in their work. Many sales have already been reported from this last excursion and more are yet to come. Nebraska land is still the big investment and the people of the middle states are just awakening to the fact. It has been a long time since there was a crop failure and there is no immediate prospect of another. The state is setting up, and the moisture is the better conserved each year."

Rock Island Losses Money.

A decrease in net earnings for the month of July is shown by the report of that road for the first month of the present fiscal year as compared with the same month last year. Despite the unusual gains in gross earnings the net earnings for the system are only \$2,353,083, as against \$2,438,961 in July, 1906. The gross earnings for the road in July, 1907, were \$5,079,180, as against \$4,393,708 in July, 1906. The earnings of all the lines of the Rock Island system, including the St. Louis & San Francisco, the Evansville & Terre Haute and the Chicago & Eastern Illinois were for July, 1907, \$2,554,096 and for July, 1906, \$4,115,293.

Lumber Rates from South.

Now that the railroads have announced an advance in the rates on lumber from the Pacific coast, the lumber dealers are listening for the first suggestion from the railroads of a raise in the rates from the south. The dealers believe the railroads will attempt it, if they are successful in putting in effect on November 1 their new tariff on western lumber. But the manufacturers of the Pacific coast have gathered a fund of \$250,000 to fight the advance before the Interstate Commerce commission and in the United States courts if need be. An advance in rates from the south would contribute as much to higher prices as the advance from the west, for all the yellow pine used in this part of the country comes from the southern forests.

Railway Notes and Personnel.

E. L. Lomax, general passenger agent of the Union Pacific, returned Friday from Chicago.

C. E. Berry, assistant general freight agent of the Great Western at St. Joseph, was in Omaha Friday.

W. H. Murray, assistant general passenger agent of the Union Pacific, has returned from an extensive trip through the east.

The Northwestern has arranged for a bankers' special, which leaves Omaha Friday night at 6 p. m. for New York, using the Lake Shore route from Chicago to New York.

The Union Pacific is preparing to begin the construction of its new viaduct across

the tracks at Q street, South Omaha. The present viaduct has been in bad shape for some time, until it is really dangerous, and as it is used by the Union Pacific for company for its cars to West Q street and by a large number of the employees of the packing houses, the company is going to begin work as soon as possible.

The San Pedro (Salt Lake Route) has contracted for the delivery of 10,000,000 barrels of crude oil for engine fuel during the next five years. The price in 1908 is to be 20 cents a barrel, 25 cents in 1909 and 45 cents in 1911 and 1912, which suggests that higher prices for the product are expected for some time to come. The arrangement requires that 200,000 barrels must be stored in time to begin deliveries on January 1. The amount involved in the contract is between \$4,000,000 and \$5,000,000.

The long summer has forced upon the railroads the necessity of furnishing better and larger facilities for handling their ice. At Ogden but 2,500 tons yet remains in sight, to last until the new crop comes around and the Union Pacific is becoming alarmed and is doing what is possible to ward off a famine. The Southern Pacific is erecting a new ice house at Carlin with a capacity of 10,000 tons, the ice to be shipped from Ogden and Evanston, the latter town being equipped to handle 20,000 tons yearly.

To Prevent Shoes from Cracking use Quick Shins Shoe Polish. It oils, polishes and gives a patent leather finish and is water-proof. Ask your dealer for it.

Building Permits.

I. Pearlman, 216 North Twenty-second street, repairs, \$5; Mrs. Julia Thorne, Twenty-second and G streets, three cement dwellings, \$1,500 each; Sam Zane, 1903 South tenth street, repairs, \$500; Frank E. Kennard, Nineteenth and Douglas streets, alterations, \$500; E. A. Palt, 2507 Bristol street, frame dwelling, \$1,500; estate B. C. Gray, 182 Spencer street, repairs, \$1,350.

You Would Not Accept Counterfeit Money, Why Accept Counterfeit Goods.

Good money is made by the government, in which you have implicit faith and confidence. Good goods are made by manufacturers who are willing to stake their reputations on the quality of the material offered to you through the medium of their advertisement in The Bee. Counterfeit goods are not advertised. The reason for it is, they will not bear the close scrutiny to which genuine goods are subjected. Counterfeit money pays more profit to the counterfeiter. Counterfeit goods are offered to you for the same reason.

Insist on the Genuine—Reject the Counterfeit.

Try the Want Ad Columns of The Bee.

Remember the Lace Curtain Sale Monday. BRANDEIS BOSTON STORE & SONS. Monday is the Lace Curtain Sale.

SATURDAY BARGAIN LEADERS

Elbow Length Real Kid Gloves for \$2.98

These are fine quality, genuine Kid Gloves—all 16-button lengths—gloves, tans, white, browns—extra special for Saturday, pair. 2.98

LONG SILK GLOVES—Good quality, all silk fabric—double finger tips, black, white, tan and gray, a pair, Saturday . . . .98c and \$1.25

Ladies' and Men's All Linen Handkerchiefs at 12 1/2c

Ladies' plain sheer quality linen—some cross barred—some embroidered initials—also men's very fine linen—worth 25c each, at, each. . . . . 12 1/2c

Hosiery Sale

Women's fine lisle and cotton hose—double sole and spliced heel—many silk embroidered—some boot patterns, at, pair. . . . . 25c-39c

Hosiery at 10c and 15c

Big lots of women's, men's and children's hosiery—on great bargain square—worth 25c pair, pair. . . . . 10c-15c

Women's Fall Neckwear

Newest fall styles in stocks, lace collars, turnovers, etc.—about 50 styles— at. . . . . 12 1/2c

SHEET MUSIC

FOR SATURDAY ONLY

17c Big Sale Popular Music 17c

Including: "Love Me and the World is Mine," "Moonbeams and Dreams of You," "Song My Sweetheart Sang," "Dreaming," "Under the Tropical Moon," "Colorado," "Will the Angels Let Me Play," "Awakening of the Birds," "Disile Queen," "Arab Wana," "March of Teddy Bears," "Because I'm Married Now."

And over a score of other live ones that we have just received—the best of new music. 17c

BRANDEIS BOSTON STORE & SONS OMAHA

amounted to \$764,809.42 this year, as compared with \$766,969.55, an increase of \$197,253.57; also to an increase in wages and the cost of material and supplies. The cost of maintenance of equipment per mile of railroad (excluding marine equipment) has this year been \$1,955.46, as compared with \$64.88 per mile in the preceding year.

The increase in general expenses is due to an increase in general office wages, law expenses and increased cost of pensions. The expenses of operation exclusive of taxes, amounted to \$1,672,729 and consumed 89.82 per cent of the gross receipts. The expenses of operation, including taxes, was \$2,072,658 and consumed 84.92 per cent of the gross receipts.

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Courtney's OMAHA'S PURE FOOD CENTER SATURDAY'S SPECIALS MEAT DEPARTMENT

Buying your meats here means that you get the very best meats at the lowest possible cost, as the immense quantities in which we buy enables us to give you better meats "for less money."

2,000 Spring Chickens, at per pound . . . . . 12 1/2c (Chickens will not be drawn for this sale.) Swift's premium Hams, per lb. 14 1/2c Leaf Lard, per pound . . . . . 10c From 7 to 8 P. M. we will sell 1 ton of choice boiling beef, at per pound . . . . . 1 1/2c

GROCERY BARGAINS

Pretzels, per pound . . . . . 5c Cracknels, per pound . . . . . 10c Uneseda Biscuit, per package . . . . . 4c Ginger Snaps, per barrel . . . . . 80c Egg-O-Sees, 3 packages, for . . . . . 25c 30c bottle Maraschino Cherries . . . . . 65c 35c Can Soup . . . . . 20c Swiss Cheese, per pound . . . . . 20c Fancy Dill Pickles, per doz. . . . . 15c Cucumbers, each . . . . . 10c Lemons, per dozen . . . . . 20c to 30c Concord Grapes, per basket . . . . . 80c Lettuce, 3 for . . . . . 5c Crab Apples, fancy, per basket . . . . . 50c

Courtney & Co. 17th and Douglas Sts. Tel. Douglas 647.

Private Exchange Connects All Depts.

Your New Fall Clothes Are Ready for You Now in Our Store and We Are Going to Hold an Opening Reception to Introduce You to Them Saturday, September 21st



Copyright 1907 by Hart Schaffner & Marx

You're invited; and when you come you'll meet a lot of the finest clothes you ever saw. We feel that our good friends and our good clothes ought to know each other better.

These are Hart, Shaffner & Marx clothes, and you can put it down as a fact that better clothes, more stylish, more perfect in every respect, never came from the hand of a tailor.

The new suits are a number of smart models, and the patterns are varied enough to suit every taste. Greys, browns, tans, in stripes, plaids and checks. A splendid assortment of plain fabrics. Prices:

\$15, 16.50, \$18, \$20, 22.50 to \$35

The New Fall Overcoats are certainly very snappy; you'll find just your kind here. It's hardly necessary to say that Hart, Schaffner & Marx clothes are always all-wool.

Other Departments are full also of seasonable goods; hats in the latest blocks; shirts and neckwear like a regular flower garden of color and rich design.

Buy Your New Cravenette Coat Now

HAYDEN'S THE RELIABLE STORE. The Most Complete Line of Boys' Suits in Omaha

Balduff's Restaurant

THE MENU. It covers the entire list of eatables and table delicacies. No where is there found so many good, old-fashioned, appetizing dishes—dishes that are appreciated by all.

Particular attention is given to seasonable foods, and you will always find them here first.

You will appreciate the advantage in choosing from our menu the articles your appetite dictates.

If you are taking your meals out, see us about serving you. Our prices are reasonable.

Balduff's THE STORE FOR DELICACIES

1518-20 Farnam Street. Phone Doug. 711.

If You But Knew

How Many Parents brought or sent their boys to this store for footwear and the genuine satisfaction they had from the shoes we sell them, you would not hesitate a moment to visit us or to send your boy here. You can rely upon us absolutely and your youngsters can come to this store unaccompanied and receive the same treatment they would be accorded if you were along.

Our salesmen are expert fitters and we take pride in satisfying the wants of the little fellows in shoes.

Sizes 10 to 13 1/2 . . . . . \$2.00 Youths, 1 to 2 . . . . . \$2.25 Boys, 2 1/2 to 5 1/2 . . . . . \$2.50

Drexel Shoe Co.

1419 Farnam St.

Business Boosters

Try the Want Ad Columns of The Bee.

BEAUTIFUL MANAWA

Is never so serenely beautiful as at this time of the year when the amusement season is ended. If you admire nature without the accompaniment of music, crowds and excitement you should not fail to visit Manawa some one of these lovely Autumn afternoons.

Why not make up a little party and enjoy a nice, quiet picnic?

CARS LEAVE OMAHA DIRECT FOR THE LAKE EVERY EIGHTEEN MINUTES.

Gas and Electric Fixtures

Why spend your money needlessly for new fixtures, when we can make your old ones look as good as new for much less.

ANY FINISH OR COLOR YOU DESIRE IN BRASS, COPPER, NICKEL OR SILVER.

We plate Anything in Gold, Silver, Nickel, Brass or Copper. Automobile Lamps and Statues Repaired.

OMAHA SILVER COMPANY 314 South 13th Street. Between Farnam and Harney Telephone: Douglas 1778.

Ground Floor Offices...

are scarce, especially in the center of the business district of Omaha. This fact is an indication of the growth of the city, as well as the volume of business which is being transacted. R. C. Peters & Co. were compelled to move into larger quarters and because we could not give them more space they rented elsewhere.

IS YOUR BUSINESS GROWING? Don't you want to be on the ground floor? Here is an opportunity to rent space that will please you and give you a chance to increase the volume of your business.

We have other rooms for rent and would be pleased to have you call and let us show you through the building. Remember you do not have to pay extra for light, water, heat nor janitor service here as it all goes free.

Ask for Mr. R. W. Baker, Supt.

THE BEE BUILDING CO. 17th and Farnam Sts.

JAP-A-LAC A HIGH GRADE VARNISH AND STAIN COMBINED



There is no excuse for having the finish on your plate racks in a marred condition. A coat of JAP-A-LAC can be applied in a few minutes at a trifling cost. Suppose you get a can today and see for yourself just what a wonderful improvement it makes.

SIXTEEN BEAUTIFUL COLORS. SIZES FROM IMPERIAL TO GIGANTON.

FOR SALE BY ALL FIRST CLASS PAINT, VARNISH AND OIL DEALERS AND REFUSE SUBSTITUTES

Jap-a-Lac Headquarters

and at best prices, at the Sherman & McConnell Drug Stores.

1/4 pt. Jap-a-lac, any color . . . . . 15c 1/2 pt. Jap-a-lac, any color . . . . . 30c 1 pt. Jap-a-lac, any color . . . . . 45c 1 qt. Jap-a-lac, any color . . . . . \$1.00

See us for all kinds of paints and varnishes and

SHERMAN & MCCONNELL DRUG CO. Corner 18th and Dodge Streets.

OWL DRUG CO. Corner 18th and Harney Streets.

Patents that PROTECT—Our 25-cent trademark is on every bottle of Jap-a-lac. Made in U.S.A. by The Bee Building Co., 17th and Farnam Sts., Omaha, Neb.