

POSTAL TELEGRAPH COMMERCIAL CABLES

TELEGRAM

7 MAY 1909

Boston, Mass May 29 1909.

BOARD OF TRADE OFFICE

Brandeis Building.

Omaha

We decided to accept your spot cash offer for bankrupt shoe stock.

A. L. A. Rosenbush & Co.

The Well Known Wholesale Shoe House of
D. J. ALLEN & CO., AT 150 DUANE STREET
NEW YORK

recently went into bankruptcy and the stock was taken over by A. L. A. Rosenbush and Co. of Boston, Mass.

Our spot cash offer on the choicest lots of this exceptionally choice stock was accepted as indicated by above telegram, and beginning Saturday, June 5th, we will offer our customers an immense assortment of the greatest shoe bargains ever known in Omaha. Watch Friday evening papers for particulars and wonderful bargain prices.

HAYDEN BROS.



DRINK AND OPIUM

Habits cured by a thorough and scientific course of treatment, which removes the craving for liquor or drugs, imparts new strength to every organ, and builds up the general health.

Proven efficacious by nearly 32 years' use and the cure of the more than 300,000 patients. Beware of imitations. The genuine Keeley treatment is administered in this state only at

THE KEELEY INSTITUTE

20th and Cass Sts., Omaha, Neb.

Nebraska

Charles Ion Sues
His Wife for
Money Given HerSequel to Alleged Attempt of Woman
to Extort Funds by Postal Cards.

CENTRAL CITY, Neb., June 3.—(Special.)—The alleged attempt by Mrs. Beulah May Ion, while in Denver, to blackmail her husband, Charles R. Ion of Silver Creek, is to have a sequel. This was made plain today when a petition was filed by Ion in the district court of Merrick county, in which his wife was named as defendant, together with the Silver Creek State bank and the Central National bank of Denver. It asks for a return of a certificate of deposit for \$500 in possession of the Silver Creek bank and an accounting of all funds entrusted to the woman by him.

Ion and his wife were married in Chicago three years ago and have one child, a 2-year-old girl. He is 33 and she 31 years of age. They came to Silver Creek April 5 and Ion opened a barber shop. He had inherited about \$1,000 from his mother's estate and placed the sum in the hands of his wife for safekeeping, according to his story. The funds were deposited in the Silver Creek State bank, part being covered by a certificate of deposit and the rest subject to check. On May 19 Mrs. Ion went to Denver, ostensibly in the interest of her health. Then she began sending postal cards to Ion at the rate of from six to eight a day, stating that she had been taken ill on the train and was in a very serious condition, which was rapidly becoming worse. On April 25 she wrote and said she was in a hospital and was packed in ice, with a nurse and two doctors attending her. Finally Ion received a card, purporting to come from her nurse, in which Mrs. Ion expressed a request that the papers in her husband's possession be sent to her, as she was under very heavy expense. These consisted of the certificate of deposit for \$500, which had been turned over to him before leaving, and a bill of lading for their household goods, which had been shipped from Chicago, but not yet unloaded at Silver Creek. The card also contained directions as where her body should be shipped in case of death and also informed the man that he need not worry, as she was receiving good care, and that it would not be necessary for him to come.

But on the advice of his bankers, Ion went to Denver, and by means of a decoy letter discovered the whereabouts of the woman, and found her alive and hearty. He had the certificate of deposit with him, and she asked for it, promising to endorse it over to him. She managed to slip away with the paper, and Ion was unable to find any trace of her. He returned home and served notice on the Silver Creek bank not to pay, if the certificate of deposit was presented. Later the certificate was

Nebraska

NEW SYSTEM DISTRIBUTION

State Board Ignores Subdivisions of Burlington.

VALUATION BY TOWN OR STATION

Burlington Will Carry Practically the Same Valuation as Two Years Ago and Union Pacific Much Less.

(From a Staff Correspondent.)

LINCOLN, June 3.—The State Board of Assessment has completed the distribution of the values of the Union Pacific and Burlington railroad systems, with the exception of some \$400 a mile of the latter which is yet to be apportioned.

With regard to the Burlington, the board adopted an entire new method of distribution. Instead of distributing to each subdivision of the system a certain amount of the total valuation, the board paid no attention to the subdivisions, but instead apportioned the valuation between towns or stations. This, the board believed, would permit of a more equitable division. This makes a comparison of the apportionment this year with last year difficult.

While on the face of the findings of the board the roads have received somewhat of a boost, the records show that the Burlington is assessed per mile practically what it was assessed two years ago, while the average valuation of the Union Pacific for the miles under operation is much less than it was in 1907. The average assessment is also less than for the year 1908, according to the figures of the Secretary of State Junkin, who insisted upon a larger increase on this road and on the Burlington this year.

In 1907 the Union Pacific was valued at \$75,000 a mile, in 1908 it was valued at \$70,000 a mile and this year the average valuation per mile under operation is \$70,827. In 1907 the mileage returned under operation was 961.42. This year the mileage under operation is 1,065.39 and in 1908 it was 1,041.75.

For the three years the total valuation of this system was as follows: 1907, \$73,483,790; 1908, \$72,923,490; 1909, \$70,776,325.

Analysis of the distribution of the Burlington the main line as now operated from Oropolis to Omaha and Ashland and from Plattsmouth to the Colorado state line by way of Ashland, is now valued at \$60,000 a mile. Last year this same line from Omaha to Ashland was valued at \$60,000 a mile, from Omaha to Oxford at \$23,000, and from Oxford to the Colorado state line at \$50,000.

That part of the old main line from Kenesaw to Kearney, which is operated as a branch, was formerly valued at \$80,000 a mile, and is now reduced to \$25,000 a mile.

The Omaha and North Platte, one of the old separate corporations of the Burlington, extended from Omaha to Ashland and then to Schuyler and was valued at \$30,000 a mile last year from Omaha to Ashland, and at \$42,500 a mile from Ashland to Schuyler. Now that part of the line from Ashland to Schuyler is reduced to \$20,000 a mile.

The line from Nebraska City to York by way of Lincoln was formerly valued at \$40,000 a mile. The new valuation for the same line from Nebraska City to Lincoln is \$35,000 a mile, and from Lincoln to York and the Wyoming state line is \$21,000 a mile.

The board apportioned the valuation of the Burlington as follows:

	Value	Per Mile
Ashland to Schuyler	1,000,000	\$20,000
Ashland to South Sioux City	1,000,000	\$20,000
Aurora to Lester	40,000	\$40,000
Bellevue to Plattsmouth	40,000	\$40,000
Cret to Wynona	40,000	\$40,000
Culbertson to Plattsmouth	40,000	\$40,000
Dewitt to Holdrege	40,000	\$40,000
Edgar to Superior	40,000	\$40,000
Farmington to Cheyenne	40,000	\$40,000
Fort Crook line	4,400	\$20,000
Grand Island to Plattsmouth	15,000	\$20,000
Holdrege line to Colorado	161,600	\$20,000
Kearney to York	25,000	\$20,000
Lincoln to York	100,000	\$20,000
Lincoln to Columbus, via	70,240	\$20,000
McCook line to Kansas City	40,000	\$20,000
Nebraska City to Omaha	40,000	\$20,000
Nebraska City to Salem	40,000	\$20,000
Nebraska City to Beatrice	40,000	\$20,000
Northwest to Wynona	40,000	\$20,000
Ogallala line to Kansas City	40,000	\$20,000
Ogallala to Ashland, via	40,000	\$20,000
Omaha	40,000	\$20,000
Omaha to Plattsmouth	40,000	\$20,000
Palmer to Plattsmouth	40,000	\$20,000
Plattsmouth to Colorado	40,000	\$20,000
Plattsmouth to Cheyenne	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Lincoln	40,000	\$20,000
Plattsmouth to York	40,000	\$20,000
Plattsmouth to Omaha	40,000	\$20,000
Plattsmouth to Schuyler	40,000	\$20,00