

THIS FABRICOID LEATHER MORRIS CHAIR

ACTUALLY WORTH \$9.50—SPECIALLY PRICED AT

CASH OR CREDIT **\$4.25** CASH OR CREDIT

ONLY ONE TO A CUSTOMER. NO DEALERS SUPPLIED.

This handsome and comfortable Morris Chair is exactly like illustration and is the most wonderful value ever offered you. The highly polished frame is of solid oak and is ornamented with rich carvings on the front posts. The seat has oil tempered steel springs and the seat and back are upholstered in Fabricoid leather, which is guaranteed to give the very best of service. Don't fail to get one of these Morris Chairs at this most remarkable low price.



Attention June Brides

A HANDSOME PRESENT FREE.

Every June Bride who buys her Home Outfit at this store will personally receive a Handsome Present FREE.

3 Rooms Furnished Complete for **\$45.00** Terms \$4.00 Monthly

THE EASY WAY TO PAY THE UNION WAY. **UNION OUTFITTING CO.** 1215-17 19th Street. THE STORE THAT'S SQUARE ALL OVER.

4 Rooms Furnished Complete for **\$59.50** Terms \$5.00 Monthly

BURKE DIGS UP EVIDENCE

State's Attorney of Sangamon County Seizes Check.

FISH DEALER TELLS OF JACK POT

Henry Lemm of Pekin, Ill., Gives Details of Plans to Fight Legislation—Democrat Takes Fund.

PEORIA, Ill., June 4.—Details of how legislation affecting the fishing interests of the state was fought in the state legislature was given to State's Attorney Burke of Sangamon county tonight by Henry Lemm, a fish dealer of Pekin. Other fish dealers were named and Burke also has learned, it is said, the names of a democratic member of the legislature who went south with the entire fund contributed for use in the last session.

Lemm said there had not been a session of the general assembly in which the fish dealers had not "put up" money to fight legislation opposed to their interests. He said he told Dixon, senator, however, cost them the most. In the Forty-fifth general assembly, he said, he was required to contribute but \$100 and it cost him \$200 for the Forty-sixth session. In his confession Lemm said that until the death of Captain Schulte of Havana last year, Schulte was collector of a shipper, under a penalty of \$500 for misstatement or for failure to comply with such application. In addition, the shippers could bring suit for additional damages.

Money Paid by Check. The money paid by Lemm was through a check on George Herget & Sons' bank of Pekin. It was endorsed in blank and made out to Henry Lemm and signed by Lemm and R. O. Lord. The date of the check was May 15 and the same date Lord wrote to Lemm telling him of the transaction.

Before the state's attorney left Lemm promised to tell a complete story to the grand jury at Springfield when he appeared tomorrow morning. This was after he had been assured by Mr. Burke that the grand jury was not after the men who had contributed for the defeat of legislation but that the investigators were after the legislators to whom the money had been paid.

Acting on information given by Lemm, Burke sent a deputy sheriff to the Lemm fish warehouse and after prolonged search with a lantern the check for \$200, to which the Lord letter referred, was found. The names of a number of other fishermen who are alleged to be implicated in the contributions to the funds to defeat fish legislation were given to Mr. Burke and more subpoenas are to be issued.

SPRINGFIELD, Ill., June 3.—Secretary of State Rose today received the resignation of State Senator D. W. Holstlaw of the Forty-second district from the legislature.

Dead Man Blamed For Sugar Frauds By Underweights

Late H. O. Havemeyer Given Responsibility for Conduct of Company's Business.

NEW YORK, June 4.—Testimony which led direct to the grave of Henry O. Havemeyer, late head of the American Sugar Refining company, was given on the witness stand today by Charles R. Heike, secretary of the company, who is charged with conspiring to defraud the government on underweights of sugar.

Heike's evidence opened today and his counsel tried to shift all responsibility for the conduct of the company's affairs upon its late president. Hitherto in the defense of Ernest W. Gerbracht, superintendent of the company's Williamsburg (Brooklyn) refinery, and James F. Henderson, former cashier, who are also on trial, only hints were made in Havemeyer's direction, but Heike's story put the responsibility up to his dead chief, direct.

George S. Graham, who made the opening address for Heike, said he regretted bringing discredit to a man now dead, but circumstances of the case demanded it. Heike, he said, was at a period of life when a prison sentence, even if short, would mean a life term.

On taking the responsibility Heike immediately put the responsibility for practically all his acts up to Havemeyer, saying the latter had been in direct control of the Williamsburg refinery. Time and again, in explaining his business dealings, he declared he had acted "at the direction of Mr. Havemeyer."

It was also brought out through a letter written by Havemeyer to Gerbracht that Heike had called Havemeyer's attention to the Northern university, the president was the guest of honor at a banquet at the Board of Commerce last night. The president took up the subject of the conservation of natural resources as the theme of his address.

"We," he began, and then hesitated. "That is wrong," he added, smiling, "for I have not yet had a chance to exercise my constitutional function."

"I should say," they are doing a number of things in congress, and I hope they will do something final before the summer is ended. I can't discuss tonight all they are doing, but will say something about conservation."

"I am glad to announce to you that I have just learned that the railroad bill has passed the senate."

This was interrupted by an outburst of applause. "With that important legislation out of the way I hope the senate will find a way to take up at an early date the conservation measures."

The president said he hoped, first of all for a law definitely ratifying the right of the executive to withdraw power sites and various classes of public land from public entry under the homestead law, pending legislation for their disposition under various conditions which he has already outlined from time to time.

OMAHA WOMAN LOSES GOODS, WELL INSURED Mrs. Catherine McMenemy Sustains Loss at Rockford, Ill., Where She Had Moved.

ROCKFORD, Ill., June 4.—(Special Telegram.)—Household goods of Mrs. Catherine McMenemy of Omaha, who had planned to take an apartment here Monday until her new home is ready, were consumed in a fire that destroyed Sovereign's store and warehouse today. Mrs. McMenemy carried \$2,000 on her effects, so will not suffer any great loss. The fire started from a vulcanizing furnace and destroyed property valued at \$50,000 before burning out. Paint and oil in the basement handicapped the firemen.



PIANO PRICES GOING DOWN

Never before in the history of our piano business have we been in position to offer you such bargains as we are at the present time. All pianos that have been returned from rental, from schools, musical conservatories, hotels and private parties, in fact, every slightly used piano on our five floors will be placed on sale Monday morning and must be closed out regardless of cost. Now is the time to purchase if you are looking for a good piano at a low price. All pianos sold on easy payments—\$1.00 per week or even less will do.

- Here Are a Few of the Bargains Offered in This Sale:
- 1 Upright, Ebony case \$60
 - 1 Slightly Used Emerson, Stager, Ivers & Pond, Kurtzman and Steinway Pianos—\$175, \$185, \$195 and up.
 - 1 Upright, Walnut case \$75
 - 1 Square Pianos and Organs \$100, \$120 and up.
 - 1 Upright, Walnut case \$95
 - 1 Chickering, upright \$135
 - 1 Knabe, upright \$125
 - 1 Vose & Sons, upright \$145
 - 1 Beautiful Baby Grand Piano \$150

Schmoller & Mueller Piano Co.
The Largest and Oldest Piano House in the West. Established 1859.
1311-1313 Farnam Street
Nebraska and Western Iowa Representatives for Steinway & Sons, Weber, Stock, Washlock and Struvsant Pianola Pianos ESTABLISHED OVER 51 YEARS Private Telephone Exchange, D. 1025; Ind. A-1025

RAILROAD I.L. PAST SENATE

Only Twelve Votes Against the Long-Debated Measure.

EFFECTIVE IN SIXTY DAYS

Bill Does Not Become Law Until Two Months After President Signs It—Haul Provision Prominent.

WASHINGTON, June 4.—The senate passed the administration railroad bill at 9:30 o'clock last night. It had been under consideration for more than twelve weeks and practically no other business except appropriation bills was considered in that long period. Only twelve votes—all of those by democrats—were recorded against the bill.

The practical unanimity with which the measure was passed was due to the radical changes made in the measure from the form in which it was drafted by Attorney General Wickham following numerous conferences at the White House on the subject of amending interstate commerce laws. All of the "insurgents" who opposed many features of the original bill voted for it tonight.

Through the elimination of pooling and merger sections and by reason of the adoption of many amendments in the interest of shippers, the progressive republicans claimed to have won a signal victory, and most of the democrats expressed themselves as favorable to the large portion of the measure.

Had it not been for the retention of the sections to create a court of commerce it is likely that the vote for the bill would have been unanimous. Debate ceased at 9:30 o'clock when Senator DeKane, chairman of the interstate commerce committee, moved to take up the bill that was passed by the house and, after striking out the body of that measure, to substitute the matter agreed upon by the senate. In that form the bill was voted upon, with the result that it was passed by a vote of 59 to 12.

Republicans Vote Split. No republican voted against the bill and six democrats voted for it. They were Messrs. Chamberlain, Clay, Gore, Paynter, Simmons and Stone. The democrats recorded against it were Messrs. Bacon, Fletcher, Frazier, Hughes, Money, Newlands, Percy, Purcell, Rayner, Shively, Smith of Maryland and Smith of South Carolina.

Just before the voting began Senator La Follette, one of the "insurgents" republican leaders, served notice upon the senate that unless the senate conferees made a determined fight for retention of amendments procured by progressives and democrats, it could not hope to approve the conference report.

Speeches in explanation of their votes were made by Senators Bacon, La Follette, Dooliver, Paynter, Clay, Simmons and Gore and brief remarks were made by others.

The new law will take effect sixty days from the date approved by the president.

Important Points. The "high spots" in the railroad bill as it passed the senate may be described as follows: The bill provides for the creation of a new "court of commerce" for the consideration exclusively of appeals from orders of the Interstate Commerce commission. The court is to consist of five judges, to sit in Washington. Their powers are to be co-ordinated with those of the federal circuit courts, to receive the same pay and emoluments and are to be appointed in the first instance by the president for terms respectively of one, two, three, four and five years. Each as he returns to take up the work of a circuit judge, is to be succeeded by a designation from the circuit bench, these and other vacancies to be filled by appointment by the chief justice of the supreme court.

Although the offices of the court are to be in Washington and regular sessions are to be held here, provision is made for sitting elsewhere in the United States. The government, rather than the Interstate Commerce commission, is made the defendant in all cases coming before the court, but the commission is permitted to intervene as are other interested parties. The offense was placed under the direction of the attorney general, but the commission and interested parties are permitted to have counsel and to carry on the suit in case of the failure of the attorney general to do so. Appeal may be taken to the supreme court.

The long and short haul provision of the present interstate commerce law would be amended so as to permit a greater charge for a short haul than for a long haul, only with the consent of the Interstate Commerce commission. Especially a provision is made against the fixing of a lower rate for the purpose of destroying water competition. Railroad companies are required to

furnish written statements of rates from one place to another upon the written application of a shipper, under a penalty of \$500 for misstatement or for failure to comply with such application. In addition, the shippers could bring suit for additional damages.

Either upon complaint or upon its own initiative, the commission is authorized to determine the reasonableness of individual or joint rates or classifications, and if such rates are found unreasonable, discriminatory, preferential or prejudicial, the commission is authorized to determine and prescribe a proper maximum rate.

Restoration of Rates. Rates reduced to meet water competition must not be restored unless after a hearing by the commission to determine whether conditions have changed otherwise than by the elimination of the water competition. Unless set aside by a competent court, orders of the commission are to continue in force for two years.

The commission is also given authority to investigate the propriety of any new rate, regulation or classification, individual or joint of any common carrier, and pending such hearing a suspension for ten months of the rate, classification or regulation is provided for. The carrier is required to refund all charges found to be excessive.

Authority also is given the commission to establish through routes and joint classification and to prescribe maximum rates over them, whenever the carriers themselves neglect to do so. This regulation also covers water lines which are connecting carriers.

Shippers are given the right to designate a through route or part of a route over which their property shall be carried. A penalty of \$5,000 is imposed upon carriers for disclosing any information concerning shipments. A fine of \$100 is provided for violation of orders under section 15 of the existing interstate commerce law, and in this case each day that the violation continues is to be construed as a separate offense.

At intervals of six months the commission is required to make an analysis of the tariffs and classifications, and to investigate the advisability of a uniform classification.

Wire Supervision. Telegraph and telephone lines are placed under the jurisdiction of the Interstate Commerce commission. The commission is authorized to determine the reasonableness of rates and a penalty is imposed if it passes for the transmission of messages. Special night and press report rates are authorized.

The only provision in the bill applicable to other than railroad corporations is one regulating injunctions by the federal courts which suspend the operation of any law. It is provided that such action shall be taken only when presented to a justice of the peace or a circuit judge and heard by three judges, one of whom shall be a supreme court justice or a circuit court judge.

Senator La Follette presented a large number of amendments to the bill during the day, the most important of which provided that no person interested in a railroad company shall be appointed to membership of the proposed court of commerce and substituting the supreme court as a body for the chief justice in performing the duty of designating circuit court judges for service on the bench of the commerce court. Both amendments were lost, the former by a vote of 23 to 32, and the latter, 15 to 29.

Criticism is Sharp. Both amendments aroused sharp criticism. Speaking of the provision supplanting the chief justice, Mr. Carter declared that the reflection of that office was such that John Jay and John Marshall might well turn in their graves, "if they could be made aware of the suggestion."

Mr. La Follette also presented an amendment providing for the fuller equipment of the Interstate Commerce commission, with the end in view of providing the means for the transaction of the increased business which will result. His amendment contemplated the creation of four districts, each to be presided over by a commissioner of three men, with salaries of \$1,000 each. The amendment was only briefly debated, and was voted down without a roll call.

Seeking to prohibit the continuous service of train employees for more than fourteen hours, Mr. La Follette presented an amendment, which was defeated by a vote of twenty-four to thirty-one.

Mr. Newlands proposed an amendment instructing the Interstate Commerce commission to investigate the corporate holdings of railroad stocks. Finally Mr. Eklund took a seat on the side of the speaker and Mr. Burton on the other and beseeched him not to delay a vote. The senate rejected the provision and roll call was refused. Mr. Newlands then offered an amendment practically the same as before. It was laid on the table. An amendment by Mr. La Follette, permitting railroads to lease passes to the widow, during widowhood, and minor children of employees

killed in the line of service was accepted without division.

La Follette Amendment Lost. At 2:30 p. m. the bill having been perfected in the committee of the whole was reported to the senate. Mr. Bacon moved to strike out the section for the establishment of a court of commerce and argued to the senate that the method prescribed for designating the membership of the proposed court would be unconstitutional on the ground that it would deprive circuit judges, who are selected to serve for five years on the court, of their life tenures in the offices to which they were originally appointed. The motion was rejected, twenty-five to thirty-eight. Mr. La Follette offered his amendment to provide for the ascertainment of the physical valuation of railroad property. It was rejected by a vote of twenty-four to thirty-two.

Mr. La Follette then presented a carefully prepared analysis of the original bill. He undertook to show what the original bill as "drafted by the attorney general and recommended by the president," had done "for the public," and "for the railroads," and also to outline the improvements made in the senate "in the public interest."

As against four public benefits conferred by the original measure, he enumerated twelve benefits which he said had been bestowed upon the railroads. In the first section he included the control of classification, the authority to establish through routes, the requirement of written statements of rates and the authority given to suspend new rates.

The provisions which Mr. La Follette placed in the interests of railroads are those which were received, attention throughout the debate and included the capitalization, merger and traffic agreement provisions, which have been eliminated. He outlined the modifications and changes which have been made during the progress of the bill, as Mr. La Follette said, "by the republicans and democrats against the combined opposition of the administration and the railroads."

Mr. La Follette closed by giving notice that the conferees must keep faith with the senate in the matter of important amendments engrafted on the bill if they expect the conference report to be approved. He referred to a remark made by Senator Aldrich a fortnight ago in debate in the long and short haul clause, that "he who laughs last, laughs best," as signifying that the conferees might be ready to drop some important features of the bill.

PRESIDENT PLEASED AT NEWS

Hopes Conservation Measure Will Be Taken Up Next.

DETROIT, June 4.—After having spent most of the day at Ada, O., where he addressed the graduation class of the Ohio Northern university, the president was the guest of honor at a banquet at the Board of Commerce last night. The president took up the subject of the conservation of natural resources as the theme of his address.

"We," he began, and then hesitated. "That is wrong," he added, smiling, "for I have not yet had a chance to exercise my constitutional function."

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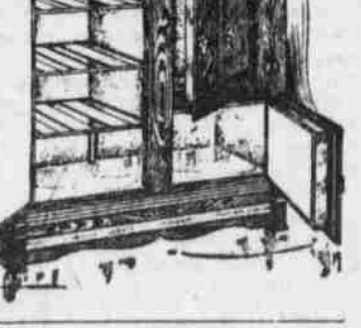
MILTON ROGERS and Sons Co.

14th & Farnam

Hardware, Stoves, Refrigerators.



JEWEL GAS RANGES. See our new 1910 patterns—nothing like them anywhere. They require no blacking, have the new flame reflectors and glass doors, baking always in sight—\$10.00 to \$35.00



Buy Now! A new refrigerator from our big new stock will save you money, i.e., food and perhaps doctor bills. We are headquarters; prices up from—\$11.00

Remember we are agents for Quick Meal. Steel Ranges, Gasoline and Oil Stoves. Water Filters. Guaranteed Pressure Filter connected over the sink—\$9.00

HOSE. "Electric" Garden Hose is the very best made. It's the non-kinkable kind. We are sole agents. Other guaranteed hoses, per foot, at—10c



MOWERS. We sell the celebrated Pennsylvania and show some fine values in other smaller mowers—12" and 14" ball-bearing mowers. \$4.95

Along Auto Row

Dealers Meet the Demands for Cars Very Well. The Row Active Last Week and a Better Week Ahead.

The De Tamble, which Huffman has been expecting, arrived last week. This is a powerful car and is attracting a great deal of attention.

C. E. Louk returned from the east last week where he went to rush forward a shipment of Abbott-Detroit. This car, he expects to make popular in Nebraska and Iowa.

Ernest Sweet was in Indiana last week, bringing out more Parrys. This car is making wonderfully good in Nebraska. It is trim and powerful.

Henry H. Van Brunt had a tremendous run on Overlands last week. He has just returned from the east, where he closed contracts for several large shipments to come forward right away. The Van Brunts believe in being on hand with the goods.

Dewitt of the Midwest Auto Co., agent for the Cole 29, is receiving the congratulations of his friends over recent performance of his car. The Cole has had a steady growth since it made its appearance in Omaha. It has made a reputation here and has plenty of friends.

Lewis Doty, local agent for the Maxwell, shows a Columbia which attracts a great deal of attention. It has recently made a rather remarkable record.

The Marmon, handled by Louk, is one of the most wonderful cars in the country. It is loaded down with laurels in endurance runs. It is said to be the easiest riding car in the world, though this is disputed by Guy Smith, who handles the Franklin.

Lee Huff, local agent for the Nebraska Buick in Omaha, has received a large shipment of Buicks.

Drummond made a great showing of Whites last week. In both the Steamer and gasoline cars he made a big run.

The Velle Auto company has taken the agency for the Gentlemen's Roadster, Paige-Detroit, a twenty-five horsepower

valveless proposition. Expect the arrival of a two carload shipment next week.

C. A. Pratt of the Omaha Heavy Hardware company purchased an Opaian 45 from the McIntyre Auto company this week.

T. Eaton & Co., the biggest retail mercantile house in the Dominion of Canada, will be the distributors for Chalmers cars in Canada in the future. Eaton & Co. secured a dozen 1910 Chalmers cars. These were bought by members of the company only. The result of this experiment was so satisfactory that the Eatons have given up the agency for one of the best known American cars in the \$4,000 class and will, hereafter, handle Chalmers cars exclusively.

Eaton & Co. now have in construction a five-story automobile sales building in Toronto. The automobile branch of the business will be conducted entirely independently of the Eaton department stores.

Mr. T. C. Cotching, manager of Eaton's automobile business, has been visiting the city for the purpose of making arrangements for 1911 cars.

"Eaton & Co. are very conservative," said Mr. Cotching. "They believe that the great future of the automobile industry centers about the medium priced car, but they would not take the agency for such a car until it had been personally tried out by the officials of the company. Not one of the 1910 Chalmers cars which we secured went outside of the company. Now each one of the officers who secured one of these cars is a Chalmers enthusiast. That the experiment was highly satisfactory to us is proved by the fact that we have asked for a large allotment of 1911 Chalmers cars for Canadian distribution."

The Moline team of three cars which will contest for the Chicago trophy in the Golden tour this month, will be driven as the Dreadington squadron. The drivers are Sales Manager Neil Vandervoort, J. H. Wicke and J. G. Salisbury. The team will be in charge of W. H. Vandervoort, president of the company.

Guy Smith said: "When Governor M. E. Hay of Washington wished to investigate one of the water power projects of the state recently he made the trip from North Yakima up the Columbia river in a six-cylinder Franklin touring car. The tour was in the nature of an exploring expedition for the governor as he had never before been north of Pasco or south of Wenatchee on the Columbia. By means of the automobile trip he was able, he remarked

on his return, to see great possibilities in the territory which he had visited."

Mr. Elmer Miller of the E. R. Thomas Motor company is in the city, looking after the interests of the various owners of Thomas cars in this locality. It is the policy of the Thomas company to have a road man visit each agency approximately every sixty days to see to it that users are kept perfectly satisfied.

Two cars were received in Omaha during the last week which have attracted a great deal of attention at the garage of the H. E. Fredrickson Automobile company.

They are both 5-48 Pierce-Arrows, one a miniature tonneau, cadet gray, with dark gray and leather white stripe; the other a seven-passenger touring car, Wiley wine. Omaha is fast becoming a Pierce-Arrow stronghold. It being said that there are now twenty-five of these magnificent cars in use here. Immediate delivery can be made of either of the cars mentioned above.

When you want what you want when you want it, say so through The Bee Want Ad column.

FINE TONIC FOR WOMEN.



PE-RU-NA FOR INTERNAL CATARRH