

Cool Wash Dresses at Irresistible Prices. for Girls, Juniors, Misses and Small Women

This special offering of wash dresses is the most important and opportune made this season. A finer assortment or one containing newer, more exquisitely dainty and fashionable models has never been shown in Omaha.

The materials show almost endless variety of colors and color combinations, including white percales, white corded voiles, holly batistes, Lunette and Belfast dimities, wide flowered border designs and many others in polka dot patterns.

These are dresses for comfort, but are notably distinctive and attractive in style. Made in kimono sleeves, Dutch necks, plain or pleated skirts.

Sizes 15, 17, 19 and 22 to 28.
At the prices quoted these dresses are great values.
\$3.95, \$4.75, \$6.75, \$7.50 and \$9.75.

Thin dresses for girls, in the same materials with short sleeves, Dutch necks and full pleated skirts; waists and sleeves daintily trimmed with fancy embroidered bands or laces and embroidery insertions.
Sizes 8 to 14.

\$1.95, \$2.50, \$2.95, \$3.50, \$3.95 up to \$6.50.

THE YOUNG PEOPLE'S STORE
BINSON & THORNE CO.
1048-1050 FARNAM STREET

shippers of any inferior, or inadequate service.

"A substantial majority of the stock of the Southern Pacific company has been held by parties other than the Union Pacific company, but we fail to find any complaint by such holders of any discrimination against their road, or of any failure to properly promote its welfare. None of the minor points charged to have been deprived of competitive opportunities by the Huntington purchase are shown to have suffered from the result of that purchase.

"On the contrary, hundreds of millions of dollars have since 1901 been expended on these roads. Their physical condition has been vastly improved and their efficiency for public service as well as for private profit has been greatly enhanced. The whole proof taken together, we think, fails to disclose any conspiracy to restrain interstate or foreign commerce in violation of the first action of the act.

"The same consideration led to the conclusion that no combination, or conspiracy to monopolize, or attempt to monopolize trade, or commerce among the states, or with foreign nations was entered into. Moreover, the fact that the Union Pacific company did not secure the control of the Santa Fe road, a thoroughly sufficient, well equipped and powerful rival for transcontinental business, or the Denver & Rio Grande, a potential and later an actual and powerful rival of the same, affords additional and conclusive evidence of no such combination, or conspiracy.

History of the Suit.
The government's suit in equity against the Southern Pacific Railroad company and the Union Pacific Railroad company to enjoin the continued control of the former by the latter was filed in Salt Lake City, Utah, February 18, 1908.

The bill charged conspiracy and the formation of a combination in violation of the Sherman anti-trust act, passed by congress to protect trade and commerce against unlawful monopolies.

The defendants named in the case were the Union Pacific, Oregon Short Line, Southern Pacific, Oregon Railroad and Navigation company, San Pedro, Los Angeles & Salt Lake company, Atchison, Topeka & Santa Fe, Northern Pacific, Great Northern railway, the Farmers Loan and Trust company, Edward H. Harriman, Jacob H. Schiff, Otto H. Kahn, James Sullivan, Henry M. Rogers, Henry C. Frick and William A. Clark.

The government's petition was signed by Attorney General Bonaparte and his special assistants. It sets forth in detail the agreements by which the defendants at times since 1901 were alleged to have secured for themselves and others the management and control of the various defendant roads, their branches and steamship lines and to have ever since operated them in restraint of commerce.

Two Defendants Are Dead.
Since the suit was filed Mr. Harriman and Mr. Rogers have died. Judge R. S. Lovett, successor of Mr. Harriman in the railroad system was by stipulation made a defendant. Attorney General Bonaparte and Assistant Attorney General Purdy retired from office while the suit was pending. Hearings were held in many cities of the country.

Arguments were made in the case before Judges Sanborn, Hook, Adams and Vandevanter, now a member of the United States supreme court, October 15, 1910, in St. Paul; C. A. Severance and Frank B. Kellogg argued for the government. Judge P. F. Dunne, chief justice of the Southern Pacific, former Senator John C. Spooner appears for Henry C. Frick, N. H. Loomis of Omaha for the Union Pacific and David T. Watson of Pittsburgh submitted a special brief and argued for all of the defendants. The judges of the Eighth judicial circuit, of the United States circuit court had the case under advisement since the arguments.

The suit was tried in the circuit court under the expedition of congress. An appeal will be made directly to the United States supreme court.

OPINION OF JUDGE HOOK.
Says Under Court's Rule U. P. Could Buy All Great Systems.

ST. LOUIS, Mo., June 24.—Judge Hook, in his dissenting opinion, refers to the government's complaint of unlawful contract in restraint of trade between the Southern and Union Pacific railroads, thus destroying and suppressing competition. He says the combination was effected by the purchase by the Union Pacific of part of the stock of the Southern Pacific road. Judge Hook says there is no substantial difference between the holding of the corporate stock of two companies by a third, such as was condemned in the Northern Securities case and the holding by one of those two in the stock of another. He said:

"It would be idle to hold that while two competing railroad companies cannot lawfully submit to a common control through a separate stockholding organization, they may do so by dispensing with that medium. That would be regarding shadows and letting the substance go. The language of the Sherman act in this particular is broad."

Judge Hook coincides with the majority of the court in regard to the joint ownership of the Los Angeles & San Pedro road. Judge Hook holds that the question as to whether the Union Pacific and the South-

ern Pacific roads were competitors, which the majority opinion held to be against the government, was a question of fact to be decided by the testimony of many expert witnesses, and these witnesses Judge Hook holds gave conclusive testimony that "there was active, vigorous and substantial competition."

The dissenting opinion says the decision of the court was on two main grounds:
1. That the combination of competitive traffic of the two systems was not a substantial percentage of the total traffic, and
2. That trade was not restrained by the combination, because the Union Pacific was an intermediate through route and depended for competitive traffic on connecting carriers, which, it added, could not make a through joint rate.

"This decision so greatly narrows the act of congress that very little is left of it when applied to railroads," the opinion states.

"Under one or both of these tests the Union Pacific could probably have lawfully purchased control of all the great railroad systems in the United States."

DECISION IN SALT LAKE CITY

Opinion Filed with Court and Judge Orders Bill Dismissed.

SALT LAKE CITY, Utah, June 24.—The decision was filed in the United States circuit court here today for formal record and the bill of complaint ordered dismissed by United States Judge Marshall.

NEW YORK, June 24.—The stock market today made quick response to the announcement of the United States circuit court's decision in the Harriman merger suit. Naturally the Harriman issues were the most affected and they showed gains of almost four points. Other stocks were up from one to three points. Trading was on a heavy scale.

Officials of the Harriman railroad offices were greatly interested in the decision. None of the lawyers of the company would discuss the decision until they heard more about it.

KOHLSAAT GIVES HIS TESTIMONY

(Continued from First Page.)

added to allow Lorimer's counsel to question the motives which might have prompted an official of the International Harvester company to oppose Lorimer's political advancement. This gave Lorimer's counsel all the latitude they desired in attacking the statement of Clarence S. Funk, general manager of the International Harvester company, that Edward Hines of Chicago had asked that company to contribute \$10,000 on account of Lorimer's election expenses.

Funk had testified that Hines asked him on behalf of the Harvester company to contribute that sum toward reimbursing those who raised a \$100,000 fund to meet the costs of the election.

Attorney Hanecey for Mr. Lorimer referred to the statement as a "creation."

The attorney further said he desired to show that there were reports that Senator Lorimer was not only opposed to the International Harvester company in connection with the treatment of the Chicago river, but that he was the moving spirit behind tax proceedings as a result of which the members of the McCormick family, who were interested in the Harvester company, were subjected to an increase in taxes from \$3,000 or \$4,000 to \$50,000.

"I don't think Senator Lorimer had anything to do with it," said Mr. Hanecey, "but his friends may have, and it was reported Lorimer was behind it."

Lorimer Not Back of Move.

Mr. Bancroft, the first witness, said he knew little about the Chicago river, but he discussed tax matters at length.

"Did you think Lorimer had anything to do with the tax?" inquired Hines.

"I think Mr. Hanecey was right when he said Senator Lorimer had nothing to do with it," said Mr. Bancroft. "We never suspect that he was behind it. We knew the origin of the movement and we knew it was not Lorimer," added the witness.

Herman H. Kohlsaat, editor and publisher of the Chicago Record-Herald, was the second witness of the day. Under examination by Attorney John H. Marble, Mr. Kohlsaat gave his opinion of Senator Lorimer.

"He is a dual character," declared Mr. Kohlsaat. "In his private life I admire him. He has beautiful children and his home life is ideal. But I have always opposed Lorimer."

Lorimerism Defined by Kohlsaat.
"What is Lorimerism?" asked Senator Kern.

"It is an affiliation and co-operation and cohesion of democrats and republicans for party political private gain."

Roger C. Sullivan, democratic national committeeman from Illinois; E. S. Conway, president of the W. W. Kimball Piano company, and one of the Weyerhaeuser were referred to by Mr. Kohlsaat as men whose names were mentioned in the alleged conversation between Funk and Hines regarding the harvester company contribution.

Whether Hines mentioned them as men he would see about the Lorimer contribution or possible contributors, or as

interested in the election, Mr. Kohlsaat did not recall.

Mr. Kohlsaat declared that former President Roosevelt's refusal to attend the Hamilton club dinner last year if Senator Lorimer was to be present was the outcome of the disclosure to him by the witness of the alleged request for contributions to reimburse those who raised the Lorimer election fund.

While detailing the Funk conversation nearly the entire membership of the committee urged Mr. Kohlsaat to give all the names mentioned. Finally Mr. Kohlsaat yielded.

"I have faced one jail sentence," said he, "but I give the names now with the explanation that in no manner were reflections cast upon them."

He mentioned Sullivan, Conway and one of the Weyerhaeusers, but which one he could not say. He said that Conway later denied to him any knowledge of the \$100,000 fund. The committee excused him from mentioning the name of a man now dead.

Kohlsaat Rewrote Editorial.

At the afternoon session Mr. Kohlsaat described how his paper happened to print the editorial which led directly to an inquiry as to what the writer knew of an alleged Lorimer corruption fund and indirectly to testify before the Helm committee regarding the Funk conversation.

Mr. Kohlsaat said he personally wrote the "bug" in the editorial.

A silence followed. Evidently no one understood what the "bug" was.

"The line with the sting in it," explained the witness, "were the lines asking if no money was spent to elect Lorimer, what became of the \$100,000 that was sent to Springfield?"

"Someone on our editorial staff suggested an editorial on Senator Bailey's speech," continued the editor.

"I said to put in that question. The editorial was written, but the last line did not suit me, so I rewrote them."

Pythians to Meet in Belle Fourche

C. W. Felton of Yankton is Elected Chancellor of Grand Lodge of South Dakota.

(Continued from First Page.)

HURON, S. D., June 24.—(Special.)—Belle Fourche was chosen as the next place of meeting of the grand lodge of Knights of Pythias, jurisdiction of South Dakota, which has just closed its annual gathering here. The attendance was large and the deliberations were of the most interesting character. Many visitors were in attendance and the welcome extended by the local membership and citizens was generous, while the decorations were, in many instances, elaborate. A class of thirty was initiated and the following officers chosen:

C. W. Felton of Yankton, grand chancellor; L. E. Stevenson of Huron, vice chancellor; W. A. Roberts of Huron, keeper of records and seals; E. H. Benedict of Milbank, prelate; George Lambert of Keystone, master of arms; C. A. Fountain of Clark, master of exchequer; W. E. Parker of Dell Rapids, inner guard; J. C. Harmon of Parker, outer guard; Frank Apt of Lead, trustee; Charles Caton of Hill City, representative to the supreme convocation.

Beer Industry to Be Investigated

Dr. H. W. Wiley Gives Notice of Hearings to Be Held in Washington July 31.

WASHINGTON, June 24.—The beer industry of the United States is to undergo a searching inquiry at the hands of the board of food and drug inspection. Dr. H. W. Wiley, chief chemist of the department of agriculture and chairman of the board, has given notice of a general hearing on beer in this city July 31.

For those who attend the hearing Dr. Wiley has formulated a formidable list of questions. These cover every phase taken of beer, ale, porter and stout. One of the points upon which the board desires light is the meaning of the terms "lager" and "bock" as applied to the beer.

If any domestic brews of beer, ale, porter or stout are masquerading under the names of foreign products, the board is likely to find it out. Some questions along that line are scheduled.

Monument to Denver Pioneers is Unveiled

DENVER, Colo., June 24.—A great granite monument, surmounted and surrounded by bronze figures and groups, was unveiled here today in memory of the pioneers who fifty-three years ago in their search for gold camped on the present site of Denver. Green Russell and his party found gold and started a human flood from the east and south into the "Pike's peak country."

The monument is surmounted by a heroic statue of Kit Carson.

The key to the situation—See Want Ads.

BANKERS WILL FIGHT LAW

New Taxation Plan to Run Gamut of Court at Outset.

MRS. HILL TO HEAD THE W. C. T. U.

Des Moines Woman President at Eighth District Convention—Iowa Telephone Co. to Send Portion of Offices to Omaha.

(From a Staff Correspondent.)
DES MOINES, Ia., June 24.—(Special Telegram.)—Iowa bankers will vigorously protest the new bank tax law. Individual bankers will start court proceedings soon to test the law passed by the last legislature, placing the taxation at 20 per cent and allowing no offsets. P. W. Hale, secretary of the Iowa Bankers' association so stated today.

Telephone Offices Move.
Mrs. Ella Hill of Des Moines, was elected president of the Women's Christian Temperance union, at the eighth district convention, held at Colfax. Other officers elected were: Mrs. Isabelle Elliott, Berwick, vice president; Mrs. Mary Mauch, Berwick, corresponding secretary; Mrs. Anna M. Edworthy, Des Moines, recording secretary; Mrs. Rose M. Sylvester, Lynnville, treasurer.

W. C. T. U. Officers.
The office of the commercial department of the Iowa Telephone company in the Securities building are to be removed to Omaha. The move has been expected for some time. The remainder of the general offices are in Omaha and the commercial department is the only one that was left in Des Moines when the transfer was made last August.

Trophies for Ant Club.
Trophies were given today by the Iowa Automobile club in the recent endurance run through northern Iowa, the sweepstakes going to the Cadillac No. 10 for a perfect score.

MONDELL ON COAL LANDS

(Continued from First Page.)

tion were not so serious it would be somewhat relieved by the large element of humor it contains in the assumption that the government is to secure at some time in the future the extravagant prices which have been laboriously figured out, and that therefore those responsible for the classifications have added hundreds of millions to the national wealth by the simple process of giving free rein to their imagination.

"It should be remembered that most of the coal in the public lands, estimated to underlie at least \$200,000,000 acres, is lignite or sub-bituminous coal and compared with the best bituminous coals of the eastern part of the United States is of low grade; little of it will make coke and much of it would not be sold in competition with high grade bituminous coal.

Higher Than Privately Held Lands.

"The prices fixed by classification in all the better fields are, however, very much higher than the average prices asked by private owners for the high grade bituminous coal contained in lands in Illinois, Kentucky, Tennessee, West Virginia and elsewhere. The surface of much of the coal lands in the states mentioned is valuable, while the surface of most of the government coal lands is of trifling value and can be secured by homesteading, and yet the average classified prices are higher than is asked for the better coals and highly valuable surface in states adjacent to markets. A disinterested investigation will prove the truth of these assertions.

"It is perhaps a matter of no present national consequence, though rather ridiculous, that lands containing or which are believed to contain by the geological survey the coal of poor or medium quality and so remote from transportation and markets as to have no present value for coal, should be valued at hundreds of dollars per acre, but it is a matter of the highest importance that coal lands in the vicinity of means of transportation and for the product of which enterprising men are willing to take a chance of finding a market, are held at prices which prohibit development, create a monopoly in the mines now in operation, and thus materially advance the price of coal to the consumer in a country having millions of acres of coal lands. The net result of the classification policy in the Rocky mountain region has been to prohibit the opening of new mines and to increase the price of coal to the consumer from 50 cents to \$1.00 per ton.

"While the major portion of the coal lands in fields of fair or good quality, and where transportation and market are possible, have been valued for sale at from \$200 to \$450 per acre, the highest price at which any public coal land has been sold is \$180 per acre, and only two forty-acre tracts at that price—tracts probably essential to the establishment of developed mines. In 1908 eighty acres were sold at \$135 per acre; one tract of 190 acres was sold at \$75 per acre and with these exceptions and one sale of forty acres at \$20 per acre, no coal lands have been sold at more than \$50 per acre.

Few Sales Made.

"The total sales of coal lands at prices above \$50 per acre since September, 1907, when the first classified lands were sold has been as follows:

220 acres, at.....	\$35
120 acres, at.....	40
240 acres, at.....	45
7,550 acres, at.....	50
40 acres, at.....	65
120 acres, at.....	75
50 acres, at.....	125
30 acres, at.....	180

"The sale into consideration that this constitutes the coal land sales by the government in over four years of classified prices above \$50 in Arizona, California, Colorado, Idaho, Montana, New Mexico, North Dakota, South Dakota, Oregon, Utah, Washington and Wyoming.

While the government owns millions of acres of classified lands rated above the highest price paid by these purchasers, we can realize how the coal industry has been paralyzed by the prohibitive prices which have been placed on coal lands.

"It is conceded that if these exorbitant prices for the retained coal lands and the remainder of the public coal lands are listed at the same excessive prices, eventually some high priced land will be sold, for as the privately owned coal lands are worked out, and the coal sold at the prices which the government monopoly makes possible, the time will then come when the necessities of the people for fuel will compel the sale of some of the government land, no matter how high the price may be, and the people of the west will be compelled to pay liberally for the monopoly thus fostered by government policy. In the meantime, the coal owners will be heard of the new policy of exacting the last possible penny for government coal lands from the coal operators who own large bodies of coal lands. The plan is an ideal one for them.

Coal Not a Luxury.

"It is to be urged that the high price now asked for government coal land, far above what the most grasping private owner would think of asking, will conserve coal, we must admit that it will have that tendency by taking coal from the category of a necessity and placing it among the luxuries. But this is a government policy which is not likely to be tolerated in

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