

RATE RAISE CASE OPENS IN CHICAGO

C. C. Wright, for Railroads, Says Companies Getting No Returns on New Investments.

THORNE TO SPEAK FOR STATES

CHICAGO, March 4.—The hearing of the application of the western railroads for an increase in freight rates, designed, it is said, to equalize certain rates on 18,000 miles of road, and which, if allowed, will net the roads involved \$16,000,000 a year, was begun here today before Commissioner W. M. Daniels.

C. C. Wright, general solicitor of the Chicago & Northwestern Railway company, appeared as chief of counsel for the railroads. Clifford Thorne, chairman of the Iowa State Railway commission, who opposed the roads in the eastern rate case, appeared in a similar capacity here, representing eighteen state railway commissions which oppose the advance.

Mr. Wright in opening the case for the forty-one railroads interested, said that the carriers in the country involved had been called upon during the last seven years to invest more than \$100,000,000 a year in additions and betterments, but that there had been only a slight increase in their revenues. During these years, he asserted, the roads had not earned what the courts have held to be a fair rate of return upon their properties.

Mr. Wright called attention to the fact that in 1910 the Interstate Commerce commission, in denying advances at that time, had said that in the future the carriers should be subsequently relieved the commission "will not hesitate to give its sanction to increases which will be reasonable." These fears, Mr. Wright said, had been "more than realized."

"CITY BEAUTIFUL" DEMANDS PULLING ROADS NEAR RUIN

but that would not have provided facilities far enough in the future and a better location, with necessary "first cost" estimates run to \$15,000,000, but with construction of the station came requirements for viaducts and subways and soon the estimates was \$25,000,000.

"The final cost will be \$20,000,000. This, like the one projected at St. Paul, was a matter of local pride. The public wants railway stations that will add to the beauty of the city. But it all means burdens for the railroads without more income. In fact, it means greater expense, for the old stations could be maintained cheaper than the new ones."

Mr. Thorne outlined the basis of the shippers' opposition to the proposed increases. He asserted that sufficient time had not been allowed for an investigation by the shippers and that later more time would be asked.

TRAFFIC HALTED IN WIDE AREA BY DRIFTS OF SNOW

(Continued from Page One.)

It has extended far up into South Dakota and south into central Kansas. In Bonebrake and the Rosebud country of South Dakota the Northwestern reports two feet to thirty inches of new snow.

Extends to Casper. Around Spencer, Butte, Anoka and Minn. reports fell off twenty-eight to thirty inches of new snow and more falling. On the main line to the Black Hills and into Wyoming, from Norfolk, all the way through to Casper, there is from six to eighteen inches of snow, with a still heavier fall along the line up to Rapid City.

On the Burlington's main lines across Nebraska and the branches on state and along the North Pacific the same conditions maintain as along the Northwestern. Everywhere there has been a continuous fall of snow since Tuesday night.

Nebraska Has a Plenty. The morning report to the railroads indicated eighteen inches to two feet of snow at Havenna, Sargent, Kearney, Hastings, Stromberg, Burwell, St. Paul, Loup City, O'Neill, McCook, Elmore, Red Cloud, Republican City, Oxford, Arapahoe, Holdrege, Superior, Edgar, Nelson, Alma, Trenton, Bloomington and a dozen other places, with two feet to two and one-half through eastern Colorado and quite as much at many of the stations in the northern portion of Kansas.

Ernest Stenger, general manager of the St. Joseph & Grand Island road, reaching Omaha on a morning train, asserted that over the entire St. Joseph line reports indicated a fall of from eighteen inches to two feet of snow covers all of northern Kansas and in many localities this is on top of ten inches to a foot of old snow.

Annals Freight Trains. On the St. Joseph road General Manager Stenger upon reaching Omaha issued orders to annul all freight trains until the storm ceases. The passenger trains will be kept moving as long as possible.

Nowhere in Nebraska, according to reports to the railroads, is the temperature low. Temperatures range from 21 to 36 degrees above zero and the weather is so close to the thawing point that the snow is very damp and heavy.

Railroad officials who have to do with the live stock end of the business assert that unless a blizzard should follow the storm cattle and sheep losses will be light. They assert that everywhere through the range country there is an abundance of rough feed and shelter for practically all the animals.

Fear High Water. What the railroad men fear most is high water following the melting of the snow. They assert that should the weather turn warm and the snow go off quickly the result would be high water, which unquestionably would do a great amount of damage.

Railroad trains coming in from the east assert that heavy snows fell all over Iowa last night, extending beyond the Mississippi river, and that when they passed over the lines it was still snowing.

FIRE ON INNER FORTS CONTINUES

Only Two of the Defenses Near Entrance to the Dardanelles Are Intact.

LANDING PARTIES EXPLORE RUINS LONDON, March 4.—The allied fleets this (Thursday) morning resumed their bombardment of the inner forts of the Dardanelles, according to a dispatch received by the Reuter Telegraph company from its correspondent at Athens. The text of the dispatch follows:

The bombardment of the inner forts of the Dardanelles was resumed Thursday morning. Ten big warships took part in the operations. According to a British officer, only two of the Turkish forts remain intact. Allied landing parties found the charred remains of soldiers in the damaged forts, showing that the Turks had burned their dead before evacuating the positions.

Turks Believe Damage Reports. BERLIN, March 4.—(Via London.)—At the Turkish embassy here, reports to be unconcerned regarding the bombardment of the Dardanelles forts by the great allied fleet. They declare the fortifications are impregnable, that the landing of troops at the entrance to the straits is impossible and that any attempt to land a force at some point along the shore of the Gulf of Saros would require more men than the allies can concentrate, leaving out of consideration the strong Turkish forces stationed at all threatened points.

The Constantinian correspondent of the Frankfurter Zeitung sends his paper an interview with Enver-Pasha, in which the chief of the Turkish general staff is said to have declared that the damage to the outer forts was less than had been reported, but that these forts are the oldest of the entire line and their early reduction always had been expected if a serious attack were made upon the Dardanelles. The allied fleet, he declared, has yet to reach the real line of defense.

W. U. Sued for Delay in Giving Fire Alarm

EAST ST. LOUIS, Ill., March 4.—Twenty-nine suits claiming aggregate damages of \$20,000 from four subsidiary companies of the Western Union Telegraph company were filed at Edwardsville, Ill. yesterday by Morris & Co., packers and twenty-eight insurance companies. It became known here today when defendants received notice of the suits. The suits are an outgrowth of a fire in the Morris company plant at Kansas City on July 7, 1912, and allege that the telegraph company's employees were negligent in turning in the fire alarm. The insurance companies sue for \$5,000 each. In the latter suits only the preliminary notices have been filed.

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Washington Affairs

President Wilson will keep "open house" this morning from 9:30 to 10:30 o'clock a. m. at the White House to receive members of the cabinet, Secretaries who wish to bid him farewell before leaving for their homes. The president plans to go to his office at the capital at 10:30 o'clock and remain there after congress adjourns to sign bills passed during the closing minutes of the session.

Secretary Daniels analyzed the constructive features in the naval appropriation bill and characterized it as the "most liberal measure for the navy" ever enacted. The sixty-third congress, Mr. Daniels said, had been more generous and the outside world will be stopped. Under the plan of the allies it was said that if an American cargo of cotton goods, under a band article should be seized and detained, the government might be held liable for the insurance.

U. S. TO INSIST ON YES IF ENGLAND GETS THEM

WASHINGTON, March 4.—The United States will insist on its right to get detestables from Germany if England continues to do so. Although the president of the Board of Trade in Parliament declined yesterday to commit his government to the right of American shippers to get detestables it was declared here today on high authority that the United States would insist there should be no discrimination.

LONDON, March 4.—Premier Asquith declined today to throw further light on the nature of the measures to be adopted by Great Britain and its allies in pursuit of their announced intention of cutting off trade to and from Germany.

WORK OF WILSON'S CONGRESS

Underwood-Simmons Tariff, Federal Reserve and Panama Tolls Acts Most Important.

ADMINISTRATION BILLS FAIL WASHINGTON, March 4.—The Sixty-third congress, first under complete domination of the democratic party since 1898, ended today at noon.

It had been in almost continuous session since President Wilson's inauguration two years ago. Beginning with an extra session called by the president April 7, 1913, the congress has worked actually 527 days.

Most important legislation was accomplished, but much contemplated, some of it hard pressed by the president and party leaders, was left undone. Foremost in the enactments of the Sixty-third congress were: The Underwood-Simmons tariff act, with the income tax, which replaced the Payne-Aldrich tariff law. The federal reserve act, reorganizing the currency system. Anti-trust laws to supplement the Sherman act, including the Clayton law and Federal Trade commission act, the former providing for punishment of individuals who violate business regulations and the latter establishing a government institution to aid in keeping business within the law.

Repeal of the Panama canal tolls exemption for American coast-wise shipping. Act directing the building at a cost of \$2,000,000 of a government railroad to the mineral fields of Alaska. Act to regulate cotton exchanges and to penalize dealings in purely speculative cotton future sales. A special internal revenue tax, commonly called the "war tax."

A government war risk insurance bureau to insure American ships against the hazards of war, and an act providing for the transfer of foreign-owned or built ships to American registry. Measures that failed. Of those measures which failed of enactment or could not be considered for lack of time, the following are regarded by democratic leaders as paramount. Bill for government purchase or charter of transoceanic ships for the establishment of an American merchant marine, which encountered the most stubborn filibuster in the history of the senate, created an insurgent movement in the democratic ranks and held up general legislation for weeks of the last session. The immigration bill, including a literacy test for admission of aliens, which passed both houses, was vetoed by President Wilson and failed by a narrow margin to repass the house on a motion to overturn the veto.

President Wilson urged by the president to provide a new system for leasing of water power sites and a leasing system to open the mineral resources of the country. Bill to enlarge the measure of Philippine self-government and to extend promise of ultimate independence to Filipino people, a measure which passed the house and was approved by a senate committee. Legislation by the Interstate Commerce commission of the issue of railroad securities, originally a part of the administration's anti-trust program. Rural credits legislation contemplating the establishment of a system of farm mortgage loan banks, persistently urged throughout congress.

Bills Die with Congress. In addition to the foregoing, scores of general legislative bills covering a wide range of subjects died with the end of the congress, among them, measures for federal road improvement, general waterway development, reorganization of the civil service, to prohibit importation of convict made goods, and several measures for reorganization of the army. The last session of the congress was notable, too, for the failure of two great issues, national prohibition and woman suffrage. Proposed constitutional amendments precipitated two of the most exciting legislative battles in the history of the House of Representatives both measures failing to receive a necessary two-thirds vote.

Foreign relations of the nation were constantly to the fore almost from the beginning of the congress, the Mexican situation requiring close attention from the outset as has the European war. Throughout the session the president and the senate foreign relations committee

were in frequent conferences and much was done to restrain unusual demonstrations which might have disturbed international tranquility. Early in the session general arbitration treaties with several great foreign powers were renewed for five-year periods and twenty-six peace commission treaties providing for investigation of international disputes before resort to arms were negotiated and ratified. A treaty to enforce the regulations adopted by the London Safety Convention, with an amendment making reservations which came too late for other powers to consider, thus preventing enforcement of the convention. A treaty with Nicaragua providing for acquisition of the Nicaraguan canal route and naval stations for \$2,000,000 was left unratified by the senate and the pending treaty with Columbia directing payment of \$3,000,000 for the Panama canal strip was held in by the foreign relations committee.

Closing Session Largely Wasted. The closing session of the congress was almost wholly devoted to appropriation bills, the ship purchase bill fight, and a few general measures. Aside from appropriations, about the only important legislative enactments included the creation of the coast guard by consolidation of the life saving and revenue cutter services; reclassification of grades in the diplomatic and consular service; requirement of registration of and imposing special taxes upon all dealers, manufacturers or importers of opium, or its derivatives, and the creation of the Rocky Mountain National Park in Colorado. With the fall of the gavel today many senators and congressmen, long national figures, passed into private life. Senators who retire are: Root of New York, Burton, Ohio; Perkins, California; Thornton, Louisiana; Bristow, Kansas; Stephenson, Wisconsin; Crawford, South Dakota; Camden, Kentucky, and White, of Alabama. Representative Underwood leaves the house to go to the senate. Scores of representatives in the house give way to new members.

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RUSSIANS GAIN GREAT VICTORY NEAR BALIGORAD

(Continued from Page One.)

show all the colors of the triple intense by the addition of the Russian cruiser Askold, undoubtedly have turned the straits of the Dardanelles into an inferno, which, according to British and French claims, has spelled destruction to the Turkish defenses. On the other hand, reports from Constantinople depict this activity as ineffective. The Turks, however, do admit the destruction of the outer forts, which they say they expected, but they declare the inner works impregnable.

The Turks rely on mines, but mine sweeps of the allies have been active within a mile and a half of the Turkish forts, destroying a mine field discovered by a sharp-eyed aviator. Among other reinforcements said now to make the fleet off the Dardanelles number over fifty ships, is the British battleship Canopus, last heard of as anchored off the Falkland Islands. In the Falkland Islands fight the Canopus fired the first shot at the German squadron under the command of Admiral von Spee. The only craft which, according to French and British authorities, has been compelled to withdraw from the action is the British torpedo boat destroyer Zephyr, built twenty years ago.

Neutral Avail Lead of U. S. In the political field it would appear that other neutrals are awaiting the lead of the United States before embarking on any course of action imposed by Premier Asquith's announcement of the retaliatory policy of the allies. Meanwhile British newspapers are expressing some uneasiness because of the unfavorable impression the premier's announcement seems to have made upon American public opinion.

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OMAHA'S FUN CENTER "Gayety" Daily Mat. 12.25-50c. Evngs. 15.25-50-75c. Forrester's Hot-Knife Munch of American Beauties Burlesque Law Hilton as "Shimsky" in "The Tango Party." Miss Heath, Carmen Elyson and Burns, Billy Evans, Gordon & Riggs, Percy J. J. Kelly, Eddie Dims, Mattinee Every Week Day, Sun. and Wk.: Billy Watson's Big Show

Thompson, Belden & Company Spring's Newest Creations in Women's Outer Apparel & Millinery Will make their bow to the Women of Omaha next week. Further Announcements Shortly

Thompson Belden & Co. HOWARD AND SIXTEENTH STREETS A General Clearing Friday From Thursday's Big Dress Goods Sale Representing such lots as were pushed aside—dress lengths, pieces overlooked during yesterday's rush—all placed on one counter Friday, and if you were unable to be here yesterday, come Friday—we can please you. Dress Goods Section—Main Floor.

Undermuslins, Gowns and Skirts Fresh, dainty, new Undermuslins for Spring, delightfully attractive and moderately priced. WOMEN'S SLIPCOVER GOWNS—Short sleeves, trimmed with embroidery - 50c and 65c WOMEN'S CREPE AND NAINSOOK GOWNS—Low neck, short sleeves, trimmed with lace or embroidery—85c \$1 \$1.25 \$1.50 THIS SEASON'S NEW SKIRTS CALL FOR WIDE PETTICOATS—So we have prepared with plain tucked lace and embroidery trimmed petticoats at \$1 \$1.25 \$1.50 \$2 \$2.35 upwards Undermuslins—Third Floor.

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AMUSEMENTS. BOYD OMAHA'S MOST POPULAR Theatre TONIGHT—MAT. TOMORROW, The Man From Home Mats. Wed., Thurs., Sat., 50c; Nights, 75c to \$1.00. EXTRA—GLADY BISHOP in Songs and Dances. Next Week—MERRYLY MARY ANN, Tuesday, Society Night, March 9, Will Hetherington's Stripped Trio.

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BURNING PIMPLES ON ARMS AND LEGS Would Itch, Scratched and Irritated Them. Clothing Aggravated. Could Not Sleep. Used Cuticura Soap and Cuticura Ointment. In Four Months Was Well. 1324 N. Oakley Ave., Chicago, Ill.—"Little pimples began to break out on my arms and legs. The skin was red and water would run from the pimples. They would itch and burn and that made me scratch and irritate them. My clothing aggravated the breaking out. I could not sleep. I used a great many remedies but they failed to help me. I had the eczema for five months and then used Cuticura Soap and Ointment. I washed my arms and legs with the Soap, then I applied the Ointment. They stopped the itching and burning and gave me good nights' rest. In four months I was well." (Signed) Benjamin Schedel, Oct. 15, 1914. Although the Cuticura Soap and Ointment are most successful in the treatment of affections of the skin, scalp, hair and hands, they are also most valuable for everyday use in the toilet, bath and nursery because they promote and maintain the health of the skin and hair from infancy to age.

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