

**WALTERS IS REMEMBERED**

Superintendent of Stock Yards Honored by His Associates.

**MANY GATHER AT BANQUET**

Strictly Informal Affair is Planned and Executed by Employees of the Yards—Commission Men and Packers Barred.

When General Manager E. Buckingham of the Union Stock yards asked Superintendent John S. Walters to be present at a little dinner given at the Live Stock exchange dining room last night "Jack" just nodded and got on the job, as has been his way for the last twenty-five years. Frank Jones, general yardmaster of the yards, received a request similar to that of Walters and likewise agreed that he would be present. But when the two arrived at the Exchange building last night they were at a loss to account for the demonstration made in their honor by more than 200 employees of the Union Stock Yards company. As a matter of fact it had not occurred to either Walters or Jones that yesterday marked the anniversary of their twenty-five years' service with the Union Stock Yards company.

The affair was strictly informal and was planned and executed by the employees of the yards. Packing house men and commission men were excluded from the banquet, as the affair was strictly a family function among the employees who have worked with and under Walters and Jones for many years.

Reminiscent talks and congratulatory speeches were made in honor of the two men who have served so long and faithfully with the stock yards company. Superintendent Walters especially came in for much laudation, which apparently irked him more than the heaviest run of cattle ever did. For the history of John S. Walters in South Omaha comes pretty near to being the history of the city itself and the Union stock yards combined. Walters has played an important part in the upbuilding of both the city and the yards.

**Here a Quarter Century.**

Twenty-five years ago yesterday Walters came to South Omaha from Chicago with a letter from Uncle Elisha Thompson, one of the patriarchs of the Chicago yards. Walters, upon his arrival, entered the service of the Union Stock Yards company as assistant general yardmaster. Previous to his coming here he had worked as a carriage builder, the trade of his father, and served in several capacities in the ranks of the Chicago stock yards employes. His rise began when he took charge of a chute in the Chicago yards. Here he won the notice of Uncle Elisha Thompson, who encouraged the young man in his ambition to rise. Walters was well regarded by the Chicago company, but he wanted to come west and confided his desire to Uncle Elisha Thompson, who accordingly recommended him to the new Union stock yards in Omaha.

With Frank Jones, now general yardmaster of the stock yards, Superintendent Walters landed in the Magic City on June 23, 1887. The town was little to look at in those days and the stock yards was a cattle pen surrounded by mud holes. Walters was 23 years of age, strong, determined and ambitious to rise in the business he had elected to follow. Last night as he sat surrounded by a large number of the yard employes, the superintendent admitted to 55 years of age. The electric light radiated from the smooth reflector of his bald head and there was about him an appearance of portliness, far different than the slim, hard muscled man of a quarter century back. Not that "Jack" is become old or soft but the years and changed conditions have left their mark on him.

**Helped Build City.**

Walters, during his residence in South Omaha, has not only witnessed and assisted in building the old cattle pens into a great stock market, but he has helped to make a wild, unkempt frontier town into progressive western city. Probably few men have been more conversant with the municipal affairs of South Omaha than John S. Walters who has been the mayor once and councilman four times. Walters succeeded to the mayoralty by the death of Mayor Miller. Four times he has sat in the city council and his deliberations in that body, while free from gallery play, are indicative of the man who is bent on the success of the city at large.

By his men Superintendent Walters is regarded with great favor because of his fairness. His superiors look upon him as an efficient officer, while the public generally return him to the council whenever he has sought office. Among his intimates Walters is a good fellow—ready to tell a yarn or quite as willing to hear one. His growing years and added responsibility have not changed

**Honored by Their Friends**



J.S. WALTERS  
Superintendent  
Union Stock Yards Co.

his old time love of work and even yet his men marvel at his capacity for going through a big job. Walters makes no pretentious claims to anything except the success of the company for which he works and the city in which he lives. With him, and he is not loathe to say so, it is the Union Stock yards first, last and all the time.

As a tribute of esteem the employees of the yards presented Mr. Walters with a beautiful ottoman chair to be used in the home in South Omaha occupied by himself and his devoted wife.

Mr. Jones also received a testimony of admiration from his many friends and associates at the yards.

**PACKERS ARE USING MOTOR TRUCKS IN OMAHA**

Armour & Co. have just purchased a 2 1/2-ton Alco for use at their Omaha branch. The initial trip of this truck was a 2 1/2-ton load from Thirteenth and Jones streets to Benson via Dundee in twenty-five minutes.

**Helping Immigrant to Become a Citizen**

Stanley Bero, social worker of New York, is to speak before the Young Men's Hebrew association, Wellington building, sixth floor at 8 p. m. Sunday evening, on the subject "The Citizen in the Making."

"The problem of immigration," he says, "is one of making the alien acquainted without delay with America from every point of view; of affording him such guidance and direction as make it possible for him to cease being the dupe of the adventurer. The Hebrew Sheltering and Immigration Aid society, which I represent, tries in the handling of the immigrants of its faith, to make them realize what is expected of them as citizens to be. The immigrants bound for cities in the interior are followed up by our national directors and thus guided to enter evening classes where English is imparted to them; to join clubs in connection with social centers where devices are applied. Now they are trained for American citizenship.

"What we try to do for the Jewish immigrants, the Young Men's Christian association, the American Immigration league are endeavoring to do for other im-

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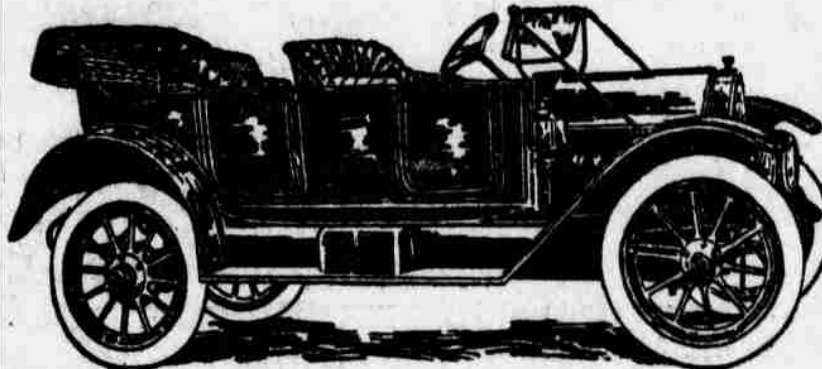
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**No-Rim-Cut Tires 10% Oversize 100,000 Sold Monthly**

For the first time in history, the demand for one tire is almost 100,000 monthly.

Some 200,000 men have already adopted it.

It is a new-type tire—a patent tire—the Goodyear No-Rim-Cut tire.

It cuts tire bills in two, and has proved that fact to hundreds of thousands of users. As a result, this tire has become the most popular tire in existence. You should know this tire.

**What 200,000 Men Know**

This tire—which far outsells all others—has been tested out on some 200,000 cars.

Its place today is due to the verdict of 200,000 users.

It is the final result of 13 years spent in tire making. So there is nothing accidental about this success. It is not any fleeting sensation.

The verdict of those 200,000 users is bound to be your verdict, too.

**Our Patent Type**

The No-Rim-Cut tire is a patent type. It forms the only way known to make a desirable tire in which rim-cutting is impossible.

Rim-cutting occurs on 23 per cent of all the old-type tires. That is shown by careful statistics. Rim-cutting has never occurred,

and can never occur, on our No-Rim-Cut type.

In addition to that, we make these tires 10 per cent over the rated size. And that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage.

So No-Rim-Cut tires, on the average, save 23 plus 25 per cent.

So many have proved this that the demand for these tires has doubled every eight months, on the average.

And you will demand them, and always insist on them, when you once try them out.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.



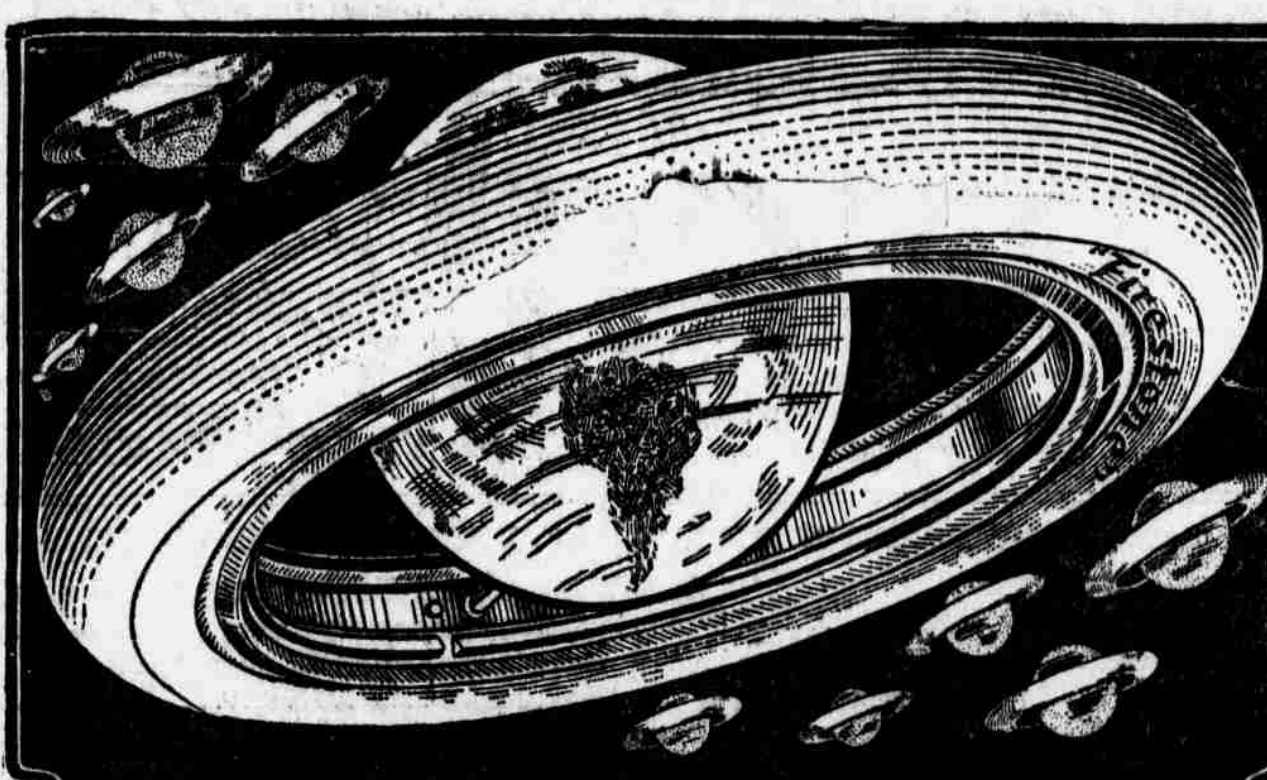
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require least care on the road because they are given most care at the factory.

For about 5% more in first cost they give an average of 35% more in mileage, car protection and riding comfort.

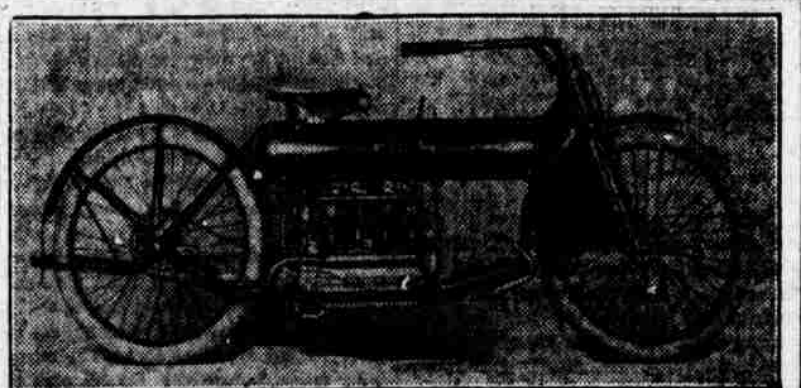
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