

SESSION RESUME

Meritorious Work of Nebraska's Law Makers

MARKS NEW ERA IN LEGISLATION

List of Measures Introduced and Made Laws by House and Senate

S. F. 201, by Thomas of Douglas, terminal tax bill. Provides for the local assessment for municipal purposes of railroads, union stations, car companies, freight line companies and depots, and provides that all fixed tangible property shall be listed with the local assessor for local taxation.

The local assessor shall be the assessing officer.

Street railways are specifically excluded from the operation of the act. All companies are compelled to furnish detailed information to the local assessors and to the state board concerning their property and business.

Railway corporations must furnish annually, between February 1 and March 1, a complete report, including the name of the company, its location, description of the main line and right of way, detailed description of all improvements, description of all land, a detailed description of each building, telegraph and telephone instruments and a list of all other tangible property. In addition, the state board may require railroad companies to furnish details concerning reorganization or consolidation, principal offices, where books are kept, names of all the officers, the market value of all stock.

Corporations must also furnish a detailed statement of all credits, monies due, undivided profits, gross income, all business done in each city or village.

Upon station and depot companies must file similar schedules. Car and freight companies must also make detailed reports to the state board.

County attorneys must prosecute all violations of this act. County and city clerks shall prepare separate assessment rolls for all companies and deliver them to the proper assessor before the first of March of each year. The assessor must make the assessment between March 1 and May 1 of each year. The assessor must list all property by item and certify it to the state board.

Any assessor who fails to make a true assessment as required of him shall be fined not exceeding \$500 or imprisoned not to exceed thirty days.

Entire collection of municipal taxes cannot be tied up by injunction suits. The judge before whom an injunction suit is brought is required to make an immediate determination of what amount the railroad shall pay in before its suit can be continued, and the final adjustment shall be made on the basis of that already paid in.

The state board, on the first Monday of May, shall assess, for the purposes of municipal taxation, all property of railroads except local property. From the total assessment of any railroad the board shall deduct the value of all tangible property except rolling stock. The remainder, which includes the franchise and rolling stock, shall be apportioned to the cities and villages on a mileage basis according to a unit system.

The state board shall equalize the assessments on the third Monday of July. The board has power to raise or lower any municipal assessment.

S. F. 2, by King of Polk, the anti-pass bill. It shall be unlawful for the railroads to give away or any person to receive a free ticket or pass from a railroad except these specifically designated persons:

- Officers.
- Agents.
- Bona fide employees, the major portion of whose time is devoted to the service of the railroad company, and the dependent members of their immediate families.
- Children under 7 years of age.
- Officials and linemen of telegraph companies.
- Ex-employees retired from service on account of age or because of disability sustained while in the service of the railroad and the dependent members of their immediate families.
- Widows or dependent children of employees killed while in the service of the railroad.
- Caretakers of live stock, poultry, vegetables and fruit, including transportation to and from the point of delivery.
- Employees of sleeping car, express companies, mail service employees and newsboys on trains.
- Persons injured in wrecks and physicians and nurses attending them.
- One trip pass for a discharged employee and his family for use within thirty days of discharge.
- Interchange of passes for employees of other roads.
- Railroads may issue free transportation to provide relief in case of general epidemic, pestilence or calamitous visitation.
- Railroads must file a monthly statement with the state railway commission, giving a statement of all persons to whom passes have been issued and specifying the kind of employment and the class designated for which the pass has been given.
- Railroads or the persons violating this law are liable to a fine of not less than \$100 nor more than \$1,000.

Emergency clause. Bill signed March 30.

S. F. 6, by Root of Cass, prohibiting the shipment of intoxicating liquors unless the words "intoxicating liquor" are placed on the outer package and prohibiting consignment to a fictitious person or into a city or incorporated village in which a license has not been granted for the sale of intoxicating liquors. Penalty, a fine or from \$100 to \$300.

S. F. 46, by McKesson, by request of the state insurance department, legalizing a system of fees to be paid by legal reserve life insurance companies to the state insurance department.

S. F. 377, by Luce of Harlan, providing for the entry of town sites by the corporate authorities of incorporated cities and villages or by the county judge and providing for the transfer of the land so entered and legalizing the transfers of such lands heretofore made.

S. F. 95, by Thomas of Douglas, fixing the maximum salary of police captains in metropolitan cities at \$150 per month.

S. F. 7, by Root of Cass, making the place of manual delivery of and payment for intoxicating liquors the place of sale.

S. F. 114, by Thomas of Douglas, the bulk sales bill, declaring void sales, trades or other dispositions of stocks or merchandise or portions thereof in bulk, otherwise than in the ordinary and regular course of the seller's business.

S. F. 21, by Thomas of Douglas, providing the roadbeds of permanent roads constructed under the inheritance tax law must not be less than twelve nor more than sixteen feet in width and allowing the county judge to fix a reasonable appraiser's fee.

S. F. 5, by Gibson of Douglas, employers' liability act, providing that contributory negligence shall not be a bar to action, but may be taken into consideration by the jury in fixing the amount of damages and also providing that the acceptance of relief benefits or insurance shall not constitute a bar or defense for action, but the amount so received may be applied to the amount recovered.

S. F. 402, by Randall of Madison, provides for systems of sewerage in cities of the second class having less than 5,000 inhabitants, and provides for their maintenance and support. Emergency clause.

H. R. 177, by Leeder of Douglas, amendment to Omaha charter, providing for double shift of firemen. Approved.

H. R. 52, by Keifer of Nuckolls, appropriating \$20,000 for the incidental expenses of the legislature. Emergency clause. Approved.

H. R. 126, by Keumond of Nemaha, appropriating \$3,000 for the current expenses of the last biennium of the orthopedic hospital, Lincoln. Emergency clause. Approved.

H. R. 31, by Hansen of Merrick, permitting the issuance of bonds in villages and townships for the ownership of telephone systems and preventing the voting of railroad bonds in such places. Emergency clause. Approved.

H. R. 98, by game committee, prevents sale of wild game in the state. Emergency clause. Approved.

H. R. 116, by Quackenbush of Nemaha, increases from five to ten cents per page court reporters' transcript fees and provides for taking by reporter of remarks of court during trial. Became law without governor's signature.

H. R. 72, by Cone of Saunders, providing that every school district in the state that does not have provision for a library shall impose a tax of at least ten cents per pupil for this purpose. Approved.

H. R. 86, by Hamer of Buffalo, making formal appropriation of money in state normal school library fund at Kearney for the library. Emergency clause. Approved.

H. R. 305, by joint committee on railroads, defining the powers and duties of the Nebraska railway commission. Emergency clause. Approved.

H. R. 102, by fish and game committee, prohibits shooting of elk, deer, beaver and antelope. Approved.

H. R. 115, by Wilson of Custer, permitting disorganization and sale of school property where district organization has not been maintained for two consecutive years. Approved.

H. R. 267, by joint committee on railroads, two cent passenger fare bill. Emergency clause. Approved.

H. R. 78, by Best of Douglas, amends section 9185 of Cobby's statutes.

H. R. 63, by Dodge of Douglas, amending law relative to charitable institutions permitting them to incorporate for a long term of years, enabling them to receive donations of more than \$50,000 and permitting them to elect trustees for periods of three years. Approved.

H. R. 77, by Hart of York, providing imprisonment for from twenty years to life for burglary by the use of explosives. Approved.

H. R. 82, by Keifer of Nuckolls, to prohibit under penalty the obstruction of railway crossings on highways in villages and unincorporated cities. Approved.

H. R. 389, by Farley of Hamilton, increasing price of supreme court reports to \$2 a volume. Approved.

H. R. 61, by Killen of Gage, to prohibit the pooling of bridge contractors in competition for bridge work. Approved.

H. R. 83, by Byram of Burt, permits villages to license, restrain and prohibit billiard and pool halls. Emergency clause. Approved.

H. R. 105, by Steinauer of Pawnee, banks in towns of less than 1,500 population must have capital stock of not less than \$10,000. Approved.

H. R. 216, by Barrett of Buffalo, permitting villages to impose a levy of one mill for the erection of memorial armories. Approved.

KEPT THE PLEDGE

Ante-Election Promises Have Been Fulfilled

MAKE A REMARKABLE RECORD

Much Credit Due to Speaker and Governor Who Were Active During the Session

The Nebraska legislature which has just adjourned has redeemed the pledges of the republican party.

The platform declared: "We demand that the next legislature enact a primary law providing for the nomination of all state, county and district officers, including congressmen and United States senators, by direct vote," and such a law is now upon the statute books.

The platform said: "We favor an amendment of the constitution providing for the election of United States senators by direct vote of the people," and Congress has been memorialized accordingly.

The platform said: "We demand the passage of a stringent anti-pass law by the next legislature," and such a law has been passed, signed by the governor and has gone into effect by reason of an emergency clause.

The platform favored an elective railway commission, and a constitutional amendment providing for it was adopted and the legislature has enacted suitable laws to govern its actions.

The enactment of a fellow-servant law binding upon employers was promised, and such a law was passed.

The assessment of railroad property for local purposes was pledged and a terminal tax law has been passed.

A dairy inspection law was promised and such an one has been placed on the books.

The legislature was committed to the support of Norris Brown for United States senator, and he now wears the victor's crown.

The foregoing are all pledges made by the party to the people, and every one of them has been respected. But in addition there have been laws of a similar nature, so that the measure of fulfillment has been more than ample.

A commodity rate bill reducing freights 15 per cent on farm products and coal;

An anti-child labor law;

An anti-discrimination law aimed at the Standard Oil company;

A pure food law;

These have all been enacted to add to the creditable work of a busy session.

It is probably true that no legislature of this or of any other state ever kept its promises with such absolute fidelity. It is a unique legislative history, and the session of 1907 will stand conspicuous for its remarkable record. It may be that some of the work of the session was too radical. The corporations are of the opinion this is so. If it be true, the legislature is not censurable. The majority of the two houses was committed definitely and plainly to the course pursued. If blame attaches it must rest upon the people whose servants the members were and who issued the instructions after deliberation and debate for two months.

An element of strength in the performance of promise was the fact that George L. Sheldon occupied the chair of the chief executive and that "Uncle Dan" Nettleton was speaker of the house. These two men have been both silent and active forces for great achievement.

Wherever it may be shown the public weal has suffered future legislatures will apply a remedy. But the corporations have had their way so long they can not consistently complain of a condition they have enforced, and it is something of divine justice that the tables should be turned.

SHOULD BE UP TO DATE.

Old Method of Engraving Bills Causes Considerable Delay.

The legislators were kept in Lincoln fully twenty-four hours longer than would otherwise have been necessary had not the antiquated method of engraving and enrolling bills in long hand been in vogue. In Iowa and many other states bills are now written on typewriters, thus saving valuable time and securing accuracy and legibility. When the present legislative forms and usages were adopted the typewriter was unknown, but since then it has come to be regarded not only as a convenience but a necessity wherever there is writing to be done. That the legislature should cling to the obsolete long-hand system is but a tribute to custom and it should certainly be abandoned at the next session. There is no argument which can be made in favor of the old system except that some of the friends of legislators, who might desire positions in the engraving and enrolling rooms would be unable to use the typewriter.

The prediction has been made by Nebraska agricultural experts that the year 1907 will surpass any other year in the history of the state in production of grain and all farm products. It is said that this year's production will exceed 1906 by 10 per cent.

COMMISSIONERS GET TOGETHER.

The Choosing of Their Assistants Has Been Completed.

Dr. H. J. Winnett of Lincoln has been elected chairman of the state railway commission at a meeting of that body. Organization was completed by choosing these assistants: Secretary, Clark Perkins of St. Paul; rate expert, U. G. Powell of Lincoln; stenographer, C. W. Crosthwaite of University Place. All three commissioners, Dr. Winnett, J. A. Williams and H. T. Clarke, jr., were present. Agreement was reached unanimously on the appointments at their disposal.

The salaries of the subordinate officials were fixed at the following figures: Secretary, \$2,000; rate expert, \$150 per month; stenographer, \$70 per month. As the work of the commission progresses and the duties become more exacting these salaries may be increased. The appointees are expected to give all their time to the affairs coming before the commission for settlement. Mr. Powell is a member of the Lincoln excise board, but as its meetings are held at night this will not conflict with his serving in the office of the railway commission.

Messrs. Powell and Perkins were not applicants for the positions assigned them, but the commissioners tendered them the places in the belief that the two men are especially qualified for the work. Mr. Powell is an old railroad man, having formerly been the Burlington railroad agent at Ord and afterward a dispatcher for the same road at Lincoln. He is likewise an experienced business man, having engaged in milling and grain handling after he left the railroad service. Mr. Perkins is a newspaper man and secretary of the republican state central committee. He will not resign that position at the present time as there are no duties to perform between campaigns except to keep the records of the committee should it hold any meetings.

Members of the railway commission draw \$3,000 per year each, or \$9,000 for all three. The salary roll for their assistants, as fixed today, amounts to \$4,680 per annum. This makes the total yearly salaries of the department \$13,680, which is equal to \$27,360 for the biennium. The legislature allowed \$30,000 for salaries. The balance of \$2,640 will be reserved for extra help if it is needed. The commissioners will hold weekly sessions and all rates, schedules, etc., of the different railroads in Nebraska must be filed with the commissioners. All grievances of the roads or citizens pertaining to rates, discriminations, etc., must be filed with the commissioners.

WAITING FOR DONATION.

Historical Society Waiting for City to Give Them Ground.

At a recent meeting of the State Historical Society a committee was appointed to open negotiations with the city of Lincoln regarding the donation of a site for the new \$25,000 building which has been appropriated by the legislature.

It was decided that the librarian is needed in the society rooms and a committee was appointed to take charge of the selection of one, and of the fixing of the salary. The society will issue, with the assistance of the State Press Association, a history of newspapers in this state some time during the coming year. Twenty-three new members were elected to the society.

The grant of \$25,000 to the State Historical Society is in a way dependent on the grant from the city. There is some talk to the effect that the building may be erected in Omaha providing members and friends of the society are sufficiently interested to prevail upon that city to donate a lot. Haymarket square was originally the property of the historical society and the plan was to erect a building there.

A number of years ago the legislature by a majority of one donated the square to Lincoln provided that when the time should come to erect a building the city would give back the block or donate one of equal value to the organization for that purpose. The next step to be taken is the donation by the city.

LOOKS LIKE "BUFFALO BILL."

Hastings Man Much Resembles Col. Cody.

The election of Curt L. Alexander to the office of city councilman of Hastings calls to mind the fact that the "Buffalo Bill" of Hastings is quite as popular among his friends as W. F. Cody has been for many years with the cowboys of the plains.

There is such a very striking resemblance between Mr. Cody and his "second," Mr. Alexander, that the latter is often stopped upon the street by strangers who extend their hand for a shake with Colonel Cody. Of this distinction Mr. Alexander is very proud as the two men are well known to each other and fast friends.

"Buffalo Bill" has visited Hastings with his show on numerous occasions at which times he invariably invited Mr. Alexander to join him in his vehicle to lead the procession, and so striking was their resemblance that Mr. Alexander's closest friends would have hardly been able to point him out but for the slight difference in the clothing worn.

Besides being nearly exactly the same age, the same height and weight as the noted Indian scout, Mr. Alexander has the same colored eyes, much the same disposition and has always worn his hair in long curls the same as Mr. Cody.

He is engaged in the livery business and has conducted a hack and transfer line in Hastings for more than twenty years.

DOLLAR WHEAT

Energetic Campaign to Fix Price Being Made

THE FARMERS ORGANIZE SOCIETY

If Successful Over Fifty Per Cent of 1907 Crop Will Be Put Under Its Control

Dollar wheat is the slogan of the Nebraska farmers. Already an energetic campaign to fix that price as the minimum value of a bushel of the 1907 crop is under way. Grain and elevator men declare that the American Society of Equity expects to accomplish wonders this year and it is the opinion of many that the farmers in this state, as well as in Kansas and Oklahoma, will soon begin sending in pledges to the headquarters of the society.

The object is to perfect a better organization, one that is more effective and that will be the means of producing better results than heretofore. The members are desirous of securing enough pledges in Nebraska, Kansas and Oklahoma to tie up enough wheat in these states to compel payment of \$1 a bushel on the basis of the Chicago prices as soon as the crop is ready for the market. North and South Dakota and Minnesota are to be included in the list of states if a sufficient number of farmers can be induced to become members of the Equity society and send their pledges to the general headquarters.

"If the society succeeds in getting as many pledges from the six states," declared a grain man, "there is no reason why the price of wheat should not be boosted to \$1 and held there. If the society is able to carry out its plans, it will have control of about 14,000,000 acres at least and as much as 182,000,000 bushels of wheat, approximately fifty per cent of the shipping crop for 1907.

"The success of the society would mean much to the farmers. To the farmer who raises a thousand bushels it means an added twenty-five cents a bushel, or \$250. To the farmers of a county raising 500,000 bushels it means \$125,000. The profits the farmers could make in this way would go directly to the growers, dealers in the large cities having no chance to pocket any of the money by means of clever transactions."

O. L. Boyd of Hastings is the Nebraska representative of the American Society of Equity, and he is quoted as saying that this year the farmers in this state as well as others will have a golden opportunity to clean up a good sum of money off their wheat crop as the price will be exceptionally high. Just how high depends on the size of the yield. Heretofore little effort on the part of the farmers has been made to control or partly control the market and if the society is successful this year its success will probably startle the whole grain world.

Indications, according to reports from different sections of the state, are that the crop will be as large, at least, as last season. The young plant in most sections is looking well, is of a fair height and is growing nicely.

AUTOS MUST HAVE NUMBERS.

Many Complaints About Owners Violating the Law.

The secretary of state has been informed that dozens of automobiles are seen on the streets of Lincoln without a number attached as required by law. Steps may be taken by the local police or other law officers to prosecute persons who fail to comply with the provisions of the law regulating the licensing of automobiles.

The secretary of state has received a letter from a license inspector of Omaha asking the name of the owner of automobile No. 855, complaints having been made that the automobile bearing that number had injured someone. The records of the secretary of state show that license No. 855 was taken out July 24, 1906, in the name of S. Sleuman of Omaha. The machine is listed as a Franklin. This inquiry from Omaha is cited by the secretary of state as showing the importance of having automobiles properly licensed and numbered. It is also said to throw some light on the reason why some owners do not care to display a number at the back of their vehicles.

BURKETT'S PENSION RECORD.

It Affords Him Much Pleasure to Aid War Veterans.

Senator Burkett in looking over the list of applications for pensions filed by him found that he had made 2,451 applications since his election to Congress eight years ago. These had involved the writing of 30,000 letters and more than 1,000 personal trips to the pension department. Of these applications 1,973 had been allowed, carrying with them \$278,000 of back pay. The senator in addressing a number of G. A. R. men at a reception given by them in his honor spoke of the pleasure it gave him to do this service for the comrades and suggested to them how they could co-operate best with the department to secure for the worthy comrades their pensions with the minimum of trouble and delay.