

WHERE STREETS ARE CLEAN

Methods of German Cities Produce Satisfactory Results.

AMERICAN WAYS OUTGLASSED

System in Vogue in Berlin and Dresden Contrasted with Slipshod Methods in This Country.

Perhaps the most striking difference noticed by the American tourist abroad between American and European cities is the cleanliness of the streets of the latter, particularly in such places as Berlin and Dresden.

Clean streets, as the term is understood abroad, are unknown in the cities of the United States. The dirtiness of our streets both in summer and winter, with their clouds of dust charged with disease germs and filth of all kinds, makes walking almost intolerable and imposes on storekeepers and housekeepers a burden of cleaning that is far more expensive in the aggregate than would be the proper and systematic cleaning of the streets.

Only occasionally when the streets are locally flushed can the conditions of our streets be compared with those abroad, where street cleanliness is one of the first principles of city administration.

Yet by the use of proper methods and apparatus the streets of a city may be kept clean within reasonable limits of expense.

In the establishment of such systems, however, the initial step must be taken in the construction of the street itself. It must be a form of street which can be kept clean, the second step is in keeping the street when once constructed in a perfect state of repair, so that it will always be in such a condition that it can be cleaned.

After laying the expensive asphalt or wood block street the authorities in American cities seem to feel that their whole duty is then performed. The street is immediately left to the mercy of traffic and the elements and nothing more is done until some serious repairs become necessary.

A very different process is followed in European cities, which consists in protecting the street and in facilitating the traffic, so that much greater service is got out of a street than is the case in America.

Sanding Slippery Streets.

The principal expedient adopted is to sprinkle or cover the street lightly with various substances whenever weather conditions or other reasons require it.

Sand is much used for the purpose and is scattered over the streets in a number of ways. Sometimes a man with a trowel-like tool, carrying a bag of sand suspended from his neck, sows the street with the sand after the manner of a farmer sowing grain broadcast.

Other methods of distributing the sand are by means of small boxlike carts and shovels, one man pushing the cart and another sowing the sand. The cart is often the same used for collecting refuse.

The sand sower gains considerable skill and works with such rapidity that the cost of the work is insignificant in comparison with the benefits derived. A skillful man can cover 50,000 to 100,000 square feet an hour, or half a mile of ordinary street. The sprinkling of the sidewalks may be left to the householders.

The material for street sowing is kept in boxes, holding from one to three cubic yards, in convenient locations, being tugs at hand whenever needed for use.

In good weather asphalt and wood block streets are treated with an oil emulsion. Applied five or six times during the summer all the desirable results are accomplished that follow from a daily watering.

Street sweeping in winter, a difficult work owing to the cold dust stirred up, is accomplished in an efficacious manner by first sprinkling the streets with a chloride of calcium solution, which lays the dust and so melts the frozen dirt that the street sweeping machines can accomplish their work.

The cleaning of streets to be properly carried out should be under the supervision of engineers of experience, as where the work is put in the hands of mere politicians as a sort of good fellows' job the results, as seen in so many American cities, are about what could be expected.

In foreign cities engineers specialize on this subject. Street cleaning has been reduced to a science and economy, efficiency and the comfort and convenience of the public are considered at every point.

The purpose of street cleaning is to remove as quickly and as cheaply as possible all foreign matter in the streets and thus to conduce to the health of the public by minimizing the circulation of germ laden dust.

System of Street Cleaning. The cleaning of streets should be carried out in a systematic and thorough manner. The cleaners should proceed in crews, with the necessary apparatus both to clean the streets and the sidewalks as well as necessary, and the layout of the work should be such that no member of the crew needs to wait on the progress of the other, but all proceed simultaneously and when they have passed through the street the work will be done. The method of piecework street cleaning with the household sweeping dirt into the street, the street cleaner sweeping it into piles and the piles being removed by wagons, with the occasional passing fires on the side of the street and then on the other of some piece of street-cleaning apparatus, results in a continual stirring up of dust to the great discomfort and inconvenience of all concerned, while the street never really gets cleaned.

The number of men in the cleaning crew depends on the kind of machinery used. As no machine is capable of reaching all parts of the street, a certain amount of manual sweeping is necessary, especially when the sidewalks are cleaned in conjunction with the machine sweeping, so that as indicated the whole width of the street will be cleaned at once.

In cities that such cleaning may proceed with efficiency and dispatch, and consequently with economy, the streets must be practically clear of traffic, as the presence of vehicles, especially those standing at the curb, greatly delays the work of the crew.

As the operation of such a crew also hinders traffic and as the public prefers to see the streets clean, rather than to see them being cleaned, it is essential to select a suitable hour for cleaning. German cities have conducted numerous tests for finding out the most favorable hour. The city of Dresden adopted the practice of cleaning the main streets in the early morning hours, beginning about 5 o'clock and finishing the business sections by 7 o'clock, some 25 to 30 per cent of the entire street area. The cleaning

OF THE REMINDER OF THE STREETS PROCEEDS IMMEDIATELY AFTER THE MAIN STREETS ARE FINISHED, AND THE WHOLE CITY IS CLEANED BY 9 O'CLOCK.

Only streets in outlying districts are cleaned later in the day, often in the afternoon, but all streets must be cleaned once a day, whether there is much dirt or little on them.

Advantages of Morning Plan.

The practice of Dresden has been followed by practically all prominent German cities. Some of those of less importance, owing to conditions of light traffic, continue the old methods, but the larger cities have been forced to adopt the early morning plan. The advantages of the system are that the cleaning can be carried out by daylight and is consequently better performed than when carried out under artificial light, that the workmen are more efficient as day workers than as night workers, and that during the early morning hours the traffic is at the minimum.

It is essential that the sidewalks and the other adjoining spaces be cleaned before the crews pass through the street, so otherwise the cleaning would not be thorough. Cities should therefore clean the sidewalks in business districts owing to the early visits of the crews, while house owners in the residential districts which are visited from 8 to 9 o'clock by the cleaners are required to have the streets, in front of their houses cleaned and ash and refuse can ready for removal by a scheduled time, under penalty of a fine. No refuse may be placed on the sidewalk, but must be kept on the householders' premises in such places as will not cause annoyance to the neighbors.

As the street cleaning crews may be expected at a fixed time daily, the householders are able to make their arrangements accordingly, and thus the whole proceeding is carried out in the most expeditious and convenient manner.

The crews are compelled to work in a manner as unobjectionable as possible, with a minimum of dust raising and noise making.

Conditions of such a kind can only be brought about when the department itself is efficiently administered by capable and technically trained officials, who devote their time and energies to the duties in hand and not to political activity and experimental devices, as when regulations such that the householders are compelled by law to co-operate with the department.—Philadelphia Ledger.

Was Not Familiar With Composers

Innocent Inquiry Brings Forth Ready Reply from Great Virtuoso.

We have the French to thank for the word "musicale," which is defined as a social musical party. One of these affairs was given by a would-be ultra-smart hostess, whose musical education had not kept pace with her husband's accumulation of millions. She had been able, however, to make the money talk, and was now trying to make it sing and do other "high-brow" musical stunts.

A piano virtuoso who had long ago passed the "near great" stage and was now acclaimed "really wonderful" by those who thought they knew, was among the invited guests, and was asked by the hostess to play "some good old American tunes." A selection from Nevin was played and after all the "how sweets" had been said the hostess asked the name of the composer.

"Ethelbert Nevin," was the reply.

"O, yes; is he still composing?"

"No, madam, he's now decomposing."

White muscades and recitals are all right in their way, there is nothing quite so satisfactory as a good old songster where everybody can join in the chorus. The Bee's song book, which is now being distributed on the popular coupon plan, is filled from cover to cover with the dear old songs that father and mother used to sing, and, like wine, they improve with age.

Look out for song book coupon printed in another column daily; clip it; present it as soon as possible, and enjoy the good old popular songs.

WHERE VANDERBILT ERRED

"No Time to Waste on Fools" Was His Reply to Inventor Westinghouse.

It requires a touch of the dreamer's faith to look at a crude little model and see in it the possibilities of revolutionizing a great business. When George Westinghouse went to the late Commodore Vanderbilt to enlist his help in manufacturing the airbrake the young inventor had just perfected, the millionaire received him impatiently.

"Do you mean to tell me that you can stop a railroad train by wind?" he grunted. Westinghouse answered that he could. "I have no time to waste on fools," was the Vanderbilt reply.

It is only a speculation, to be sure, but it is not interesting to suggest that new and greater achievements in money-making might have come to the shrewd conservator of millions if he had received the immature young inventor with a more imaginative outlook on the future of his device?

Every age has had its Vanderbilts, who have believed it impossible "to stop a railroad train by wind." The eminent Dr. Johnson, who dominated and demoralized his way through life, settled the question of mechanical locomotion, once for all when he scoffed at some eighteenth century Westinghouse's efforts with a veiled sneer and said the time would never come when a man would ride a self-propelled vehicle.

Velocipedes, bicycles, automobiles and motorcycles prove the fallibility of the great lexicographer, just as the airbrake, now become an indispensable part of century Westinghouse's efforts with a veiled sneer and said the time would never come when a man would ride a self-propelled vehicle.

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STILL COMING INTO ITS OWN

Remarkable Recuperative Strength of Union Pacific Railroad.

REFLECTS GROWTH OF WEST

Some Observations on the Business Uplift of Road Abandoned by Boston Early in the Nineties.

Twenty years ago the Union Pacific had outlived its usefulness. It was a railway built in a hurry, with government aid, extended to join east and west in case of war. Therefore of a score of routes examined by the government the one chosen was the shortest route to convey troops in haste, not to produce tonnage in quantity. As Indians and was decreased the need for tons increased. Some grain could be raised along the Union Pacific, but domestic grain could not be expected to compete with cheaper grain imports. When upon Boston moved off from the Union Pacific.

In the year ended June 30, 1913, the Union Pacific sold 1,000,000-ton miles more transportation than in the previous year. Nor is the west yet half irritated or even settled. Union Pacific's ton-mile rate in 1913 dropped to .571 cents from 1.066 in 1912, but with the big gain in tonnage and 17.5 miles increase in the average distance hauled, the company touched the new high gross earnings level of \$93,625,653, compared with the previous high of \$90,226,092 in 1910. Operating expenses were \$3,564,247 or 3.8 per cent more than in 1912, due chiefly to heavier maintenance and higher wages, but even so the Union Pacific closed the year with a balance of \$32,766,536 or 35.14 per cent for its common stock.

Annual Balances. The balances available for common dividends in each year since 1903 are shown in the following tabulation:

Table with 5 columns: Year, Common Dividend, Common % On Share Bal., Stock, Com. 1913: \$22,750,930, 22.8, 1912: \$20,000,349, 19.6, 1911: \$19,674,744, 19.4, 1910: \$18,322,629, 18.1, 1909: \$17,223,948, 16.8, 1908: \$17,117,448, 16.7, 1907: \$16,194,925, 15.7, 1906: \$15,712,942, 15.4, 1905: \$14,933,131, 14.8, 1904: \$12,411,292, 12.4, 1903: \$11,294,236, 11.3

Just as the transportation experts abandoned the old poorly located Union Pacific in 1893 and left it for a "broker" to ride over it to the transportation throne, just as the expert financial advisors in 1909 stamped the suddenly risen 10 per cent dividend rate as a false Union Pacific label, so many critics to the present day have found their credulity bankrupted by efforts to believe that Union Pacific can go on much longer without tremendous leaps in maintenance charges and gains in dividend surplus.

The Union Pacific spent 10.1 per cent

WHISKEY BOTTLES REFILLED

Uncle Sam's Representatives Are After the Offenders.

HEAVY PENALTY FOR OFFENSE

Cigar Dealers Have Been Caught Filling Cigar Boxes with Cigars of a Much Cheaper Brand of the Weed.

Refilling bottled-in-bond whisky bottles with inferior liquor, to be sold over bars in place of the original high grade article, has resulted in extensive investigations by Revenue Agent Shusser and his staff, with the result that considerable of the substituted whisky has been confiscated and a number of Omaha and Nebraska saloon men are now liable to penalties of \$25 per bottle for their offenses.

At present the office of the revenue agent resembles a private sample room. Dozens of bottles of spurious "108-proof" are being held as evidence for cases which will be brought unless the offending saloon men pay the fines which automatically accrue for violations of the government liquor regulations.

It is understood that the practice of refilling bond-stamped bottles has long been followed by certain unscrupulous liquor men. Recently an unusual number of such cases have been uncovered by revenue officers. It is expected that the present vigorous prosecution will soon demonstrate to the offenders that such practices are not only against the law, but rather expensive, as the penalty

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EASTER MILLINERY advertisement featuring a woman in a hat and text: 'THIS announcement will surely deeply interest every woman in Omaha. The vast importance of our millinery exposition as a correct portrayal of the season's fashions cannot be questioned, for it is one of surpassing elegance and beauty, reflecting the latest whims of fashion, both at home and abroad. The styles are exceedingly smart and carry with them an air of chic elegance that cannot be expressed in mere words. The shapes are more dashing than ever, high pointed effects and marked upward flares at side or back and many quaint, picturesque shapes are much in evidence throughout the ensemble. Stunning Easter Hats \$7.50, \$10, \$15 to \$25. Thomas Kilpatrick & Co.'

Easter News from Thos. Kilpatrick & Co. advertisement featuring a group of women in hats and text: 'HAVE A HEART, MR. WEATHERMAN, HAVE A HEART! At last Old Sol has pierced the clouds and raised our hopes for a fair and warmer Easter Day. Fashion calls for something new at Easter—and we have it. Let us talk "Ready to Put on Firstly." In the Youthful Section for Young Women—Girls' and babies' White Dresses for all formal occasions. Classes: First, 2 and up to 6 years; second, 8 and up to 14 years; third, 13 and up to 17 years. Advance styles, genteel garnishings, materials that will appeal: all moderately priced. A SPLENDID SHOWING OF COLORED DRESSES FOR THOSE OF YOUTHFUL YEARS—Challis, Taffetas, Foulards, Ratine, Voile, Crepe, Poplin, etc., from \$1.00 up to \$25.00 each. Any and every age from 2 years to 17 years can find a fitting coat—fitting style, fitting material, fitting weight, fitting price, and a fit that fits! Suits for girls and small women. In the Hattery—Hats for small boys, wee girls, bigger girls and young women. \$17.50 In the Women's Section Saturday Before Easter. If you would afford Real Pleasure to the home folks. Look at the women's silk underwear on display, main floor, east aisle. We say look, because look will mean buy, and buy will mean pleasure. Special attention directed to the underwear made from the new glove fabric—Plain Vests, \$1 and upwards. Embroidered Vests, \$2 and upwards. Bloomers, \$2.50 and upwards. Suits, \$3.50 and upwards. Special sale of Silk Stockings Saturday, \$1.00 pair. Black, Tan and Colors. service and they are so well adapted to the present modes, \$2.95 up to \$5.00. All the good colors and the best styles. FANCY EASTER HANDKERCHIEFS in great profusion. Colored border with wide hem and embroidery and a later novelty, is a very narrow colored hem, with colored hand embroidered initial at 25c each. JEWELRY SECTION—Strling silver hat pins 25c per pair. New bead necklaces, the Tango style. Silver deposit vases at 59c each. Extra Value. We Make Skirts to Measure—Also One and Two-Piece Dresses—First Measure First Made. OUT OF HUNDREDS OF SKIRTS MADE TO MEASURE perhaps a dozen all together have been left on our hands for one reason or another. LAST SEASON'S MODELS—Made from excellent, all wool materials, well made, too. Not the very latest fashion kink, but with a shirt waist a suit for every-day wear hard to match. 24 and 25 waist measure. Various colors. \$2.50 each Saturday—should be \$7 to \$10. EASTER CARDS FOR A SONG! Yes, for a good song you can have an Easter Card on Saturday, or you can buy at 1/4 former prices, as this is the last word on Easter cards for this year. AFTER 40 DAYS of fasting, thoughts naturally turn to the good things of life along more temporal lines. Let us make favorable mention of CORB'S CANDIES!