

MORE ENGINES USING OIL

Northwestern Now Has Nearly All Locomotives Equipped.

STORAGE TANKS FOR OMAHA

No Danger of Fires, No Soot and a Great Saving in the Fuel Bill Comes from the Use of Crude Oil.

With the exception of those on Nos. 3 and 4—the Black Hills trains—all engines, both freight and passenger, used on the Northwestern road and running in and out of Omaha are equipped with oil burners. The engines on these trains will be converted into oil burners by May 1.

Oil burners were put on the Omaha-Norfolk division of the Northwestern Monday and hereafter the crude oil from the Casper fields will be the fuel used. At present the nearest tankage is at Fremont, where engines on this end of the division take their supply. Tankage, however, is being constructed in the Northwestern's upper yards in Omaha and will be ready no later than May 1. The Omaha tankage aggregates 5,000 barrels, or about 20,000 gallons.

Northwestern officials figure that there is a big saving in the Nebraska and Wyoming fuel bill by the use of oil. A test has been made and it shows that in hauling a passenger train from Norfolk to Chadron, 327 miles, the consumption of oil is less than 370 gallons, or what is required to run the engine on coal. Besides, there is a big saving in time. With oil burners the trains run from Norfolk to Chadron without making a stop to take on fuel, whereas with coal burning engines five stops have been necessary, consuming at the least one-half hour of time.

In equipping the coal burners for oil a steel tank is placed in the space on the tender formerly occupied by the coal. The fireman feeds the crude oil through a pipe and under the firebox there is a burner similar to that on a gas stove, only many times larger. It is not the crude oil that is burned, but instead of gas. The oil is heated until it is 100 degrees and then this heat is forced through steam, thus producing a spray that burns with a clear blue flame and intense heat.

With the oil burners there are no danger of fires along the track. There is no smoke, no odor and no cleaning of fireboxes, the only cleaning required being that of the blow through which the heat passes and running through the boiler. To clean these once each 200 or 300 miles the fireman throws a handful of sand into the fire box. The draught picks this sand up, carries it along through the flues, scouring them out and cutting the soot that may have accumulated.

John L. Osborne is Nominated for First Assistant to Bryan

WASHINGTON, April 15.—President Wilson today nominated former Governor John E. Osborne of Wyoming to be first assistant secretary of state; Walter S. Page of New York, to be ambassador to Great Britain; W. H. Osborne of Greensboro, N. C., to be commissioner of internal revenue, and H. Snowden Marshall to be United States attorney for the southern district of New York.

Frank S. Meyers to be postmaster at Portland, Ore.

Surveyor general of Portland, Edward G. Worth of Portland.

Registrars of land offices: Orlas C. Skinner, Montrose, Colo.; John H. Bowne, Springfield, Mo.; John F. Barzes, Lakeview, Ore.

Receivers of public moneys: Lee Ruark, Del Norte, Colo.; William A. Maxwell, Denver; Samuel B. Berry, Montrose, Colo.; Samuel Motherhead, Burns, Ore.; L. A. Booth, The Delta, Ore.; Nolan Skiff, La Grande, Ore.; Samuel Butler, Sacramento, Cal.

Samuel Houston Thompson, formerly republican attorney general of Colorado, has been selected for assistant attorney general of the United States before the court of claims. He was the head of the Woodrow Wilson Rocky Mountain club, one of the president's students at Princeton and a member of the famous Princeton eleven of '96.

Auto Upsets While Going at the Rate of Seventy Miles Hour

KEARNEY, N. J., April 15.—Seventy-four miles an hour was the point at which the needle of a speedometer stood fixed when an automobile was found overturned near here last night with the owner and another man beneath it, both seemingly fatally injured.

The crew of a passing trolley car dragged the unconscious men from beneath the machine and took them to a hospital, where the owner, William A. Kelley, a civil engineer of Bloomfield, died of his injuries. The other man, Richard Burns of New York, is also likely to die.

The car, a two-seated racer of French make, had evidently struck a bad place in the road while going at terrific speed. The car was wrecked.

Col. J. A. Dempster Head of Shiloh Vets

Colonel John A. Dempster has been elected supreme commander of Survivors of the Battle of Shiloh, fought April 6-8, 1862. The election of the colonel to the position of supreme commander gives Omaha the headquarters of the association during 1914, his term of office.

Colonel Dempster is just back from the reunion of the survivors, held at Pittsburgh Landing, and which was attended by some 4,000 veterans. At the time of the battle Colonel Dempster was a member of the Forty-Second Illinois Infantry.

EXECUTIVE COMMITTEE TO ATTEND OPENING GAME

The executive committee of the Commercial club, headed by George H. Kelly, president of the club, will attend the opening ball game in a body. The committee, numbering sixty, will go to Rourke park from the Commercial club and occupy boxes in the front row of the grandstand.

Wounded with a Razor, wounded with a gun, or pierced by a rusty nail, Bucklen's Arnica Salve soon heals the injured part. Guaranteed. For sale by Boston Drug Co.—Advertisement.



Here is a Story of Success THAT BESPEAKS REAL MERIT MERIT OF MAN AND MOTOR CAR



W. E. FOSHIER, President of the Cartercar Nebraska Company. Mr. Foshier offers YOU, too, the Cartercar with its superior service backed by a liberal guarantee, faithfully fulfilled.

Two years ago, Mr. W. E. Foshier, president of the Cartercar Nebraska Company, first offered the buyers of this territory the Cartercar. He offered it as a meritorious automobile, equal in quality and superior in mechanical design to any other car of equal price. He placed upon it a guarantee so liberal that to question its quality was to doubt his word. Since then, hundreds—actually hundreds—of buyers in this section have taken him at his word and purchased Cartercars. Month by month, his business has increased until it is now one of the largest, most liberally patronized automobile distributing houses in Middle America.

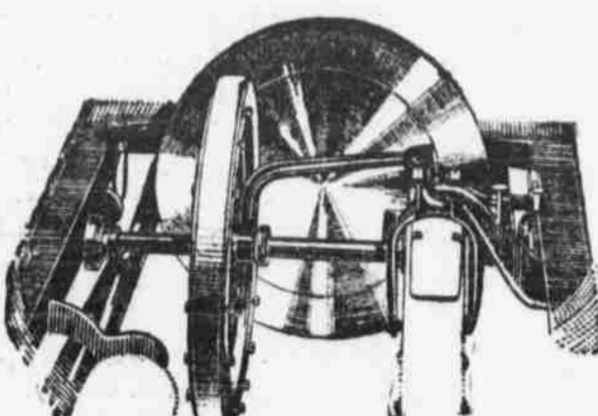
Credit for this stupendous growth is due both man and motor car. No buyer ever found Mr. Foshier other than willing to put the service of his entire organization behind the Cartercar in fully carrying out his generous guarantee. No buyer ever found through test any feature or point in construction in the Cartercar that failed in any wise to come up fully to the claims of the Nebraska Cartercar Company.

A clean business house selling a highly meritorious automobile! No wonder his business has grown more rapidly than that of any automobile concern in this territory, until he now occupies the largest premises of any exclusive automobile house in the Middle West. No wonder Cartercar owners, to a man,—several hundred of them—stand squarely on the statement that the Cartercar is the automobile you should buy. They just can't help working for the Cartercar. They are being treated right and are enjoying motor car service and pleasures of an unusual nature, free from the troubles over which their neighbors are worrying. Ask one of these fellows. No matter where you locate him, you will find him the most enthusiastic "booster" you ever met. He is not marked with the wrinkles of the motor car "trouble chaser." He smiles as he rides, dreams pleasantly as he sleeps, and takes his money to the bank—not to the village repair man.

The Cartercar is Wonderfully Well Made

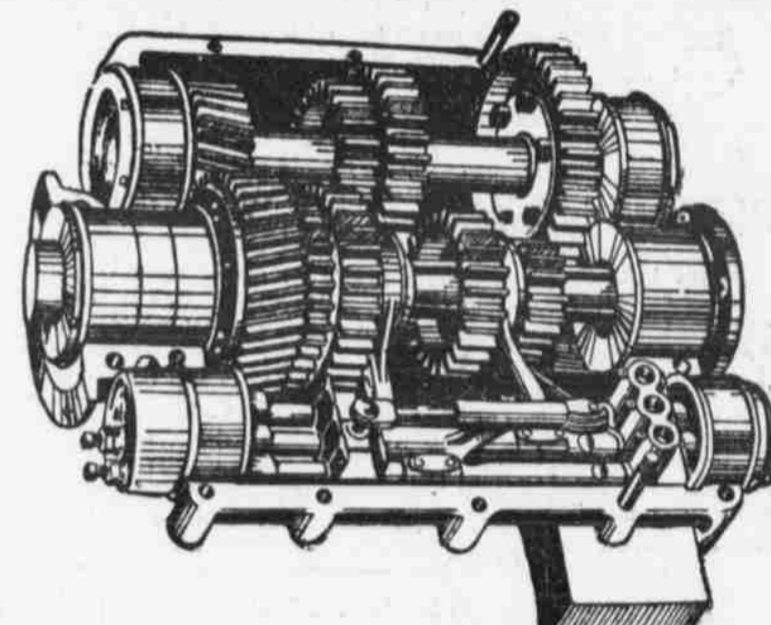
It is right from radiator to tail lamp. Imported and double row, high efficiency ball bearings are used extensively. The motor runs as quietly as an Electric. The car rides as comfortable as a Pullman. The equipment, including electric lights and electric motor starter, is of the best.

The Cartercar Transmission Is the Best of them All



Cartercar Friction Transmission.

Just a specially constructed disk, which is fully guaranteed until the car goes to the scrap heap, driving a fiber filled wheel, which costs less to maintain than to keep grease in the old transmission. And, my! how much power it has. You can actually climb a 50% grade with it. A comparison of the Cartercar transmission with the sliding gear transmission, at the right, makes argument unnecessary. The Cartercar Friction Transmission is so much more economical, so much easier to handle and so much more trustworthy. After owning this, you would never want a car with gears in it.



Sliding Gear Transmission.

IF YOU CANNOT CALL AND RECEIVE A DEMONSTRATION, WRITE FOR CATALOG

CARTERCAR NEBRASKA COMPANY

NEW LOCATION, 2115-17 FARNAM ST.



DANGER FROM RIVER IS PAST

Waters Are Now Receding from the Lowlands of the Bottoms.

PEOPLE RETURN TO HOMES Water in Carter Lake Rises Two and One-Half Feet, but No Damage Is Done—Railroad Tracks Out of Danger.

All danger of the Missouri river overflowing its banks and causing serious damage to property in the lowlands is now passed and the water is slowly receding. A fall of 8 of a foot was registered by the water gauge at Omaha and the measure indicates that the water is slowly dropping back to its normal state.

At Plattsmouth the river is stationary. All points north report a fall. Colonel Welch believes the river will be in its normal state within a few days.

Houses Submerged. Monday the river overflowed its banks near Sixth and Webster streets and submerged a colony of houses in the bottoms. The water has receded from the bottoms and the people living near the banks have begun repairing the damage caused by the flood. Nowhere along the

Suffragists Plant Bomb in Mansion and Set Fire to It

HASTINGS, Egan, April 15.—Militant suffragettes destroyed the handsome seaside mansion at St. Leonard's-On-Sea belonging to Arthur Phillip Du Cros, unionist member of Parliament for Hastings. The women not only set fire to the house, but placed explosives in many of the rooms. The residence had only recently been vacated.

The women adopted a method often used by burglars for entering houses. They first spread papers covered with gun over the windows so as to deaden the sound and then smashed the large panes of glass with hammer, the jam preventing the broken glass from falling.

As soon as the flames were noticed by a nearby fire brigade was summoned. The firemen had barely begun their work when a series of explosions occurred. One of the firemen was struck on the head by a piece of metal and seriously injured.

Dr. A. B. Smith on Trial for Murder of His First Wife

SPRINGFIELD, O., April 15.—Interest here was keen as the trial of Dr. Arthur B. Smith, charged with causing the death of his first wife, Mrs. Florence Cavaler Smith, by poisoning, opened in criminal court today with Judge F. M. Hazan on the bench. Aligned on each side were medical experts, and apparently the outcome of the case hinges on their testimony.

The last preliminary step before the opening of the case for the selection of jurors was the filing of a request of the defense or the summoning of twenty-three witnesses. This is the first move made by the defense to secure supporting testimony, although the state has already summoned more than forty witnesses. It is expected it will be Friday or Saturday before a jury is completed.

Hitchcock Calls for the Correspondence With Colombia

WASHINGTON, April 15.—All correspondence between the United States and Colombia relating to the latter's claims for the partition of Panama, are called for, to be submitted to the senate by a resolution introduced today by Senator Hitchcock.

Mrs. Crane Says Meat Inspection Act Aids Foreigners Only

CHICAGO, April 15.—Meat inspection by the government operates more to the advantage of European than to consumers in this country, according to Mrs. Caroline Bartlett Crane of Kalamazoo, Mich., who discussed the subject before the Chicago Women's club today. The federal meat inspection act of 1906, she insisted, guarantees clean meat for foreigners at a cost of \$5,000,000 to America and then neglects inspection of meats consumed on this side of the Atlantic, with the result that mostly "culis" are served on American tables.

"I see the greatest menace in the fact that the powers behind the meat industry of Argentina are our own packers," said she. "Argentina has taken our place as the great meat producing country of the world and the men who skimmed the cream of the industry here have allowed it to die while they go elsewhere."

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Specifically, the resolution asks President Wilson to transmit the minutes of the conference between Minister Dubois and the Colombian foreign office last February at Bogota, a copy of a memorandum suggesting terms of settlement on the part of the United States and other documents on the subject not hitherto submitted to the senate.

James M. Lynch Slated for Public Printer's Job

WASHINGTON, April 14.—James M. Lynch, president of the International Typographical union, with headquarters at Indianapolis, is slated for public printer. Senators Hughes and Martine and the New Jersey delegation in congress who came to urge President Wilson today to select Cornelius F. Felt, president of the New Jersey State Federation of Labor were told that Lynch had been practically decided upon.

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INDIANAPOLIS, April 14.—"I have not made application for the appointment of public printer, but I understand friends have been busy in my behalf," James M. Lynch said today.

Injured by Kick of Horse

HUMBOLDT, Neb., April 15.—(Special.)—Howard Phillips, son of Hugh Phillips, who lives a few miles north of town, came near meeting death Sunday evening. While out attending the horses one of the animals kicked him in the head, just behind the temple, inflicting a bad wound and knocking him senseless. He was still in an unconscious condition when picked up some time later, but is now on a fair way to recovery.