

FUND AVAILABLE FOR NORMALS.

State Treasurer George Submits Financial Statement.

State Treasurer George submitted to the normal board a statement of the amount of money in the maintenance fund available for each state normal. It may be necessary for the board to take \$5,000 from the Wayne normal's maintenance fund and give it to the Peru normal. The board last year appropriated a certain portion of the state normal tax levy for the use of each normal for maintenance. These appropriations, the amount expended, and the amount remaining unexpended are as follows:

Chadron—	
Appropriation	\$ 80,000.00
Expended	49,406.18
Balance	\$30,593.82
Kearney—	
Appropriation	\$140,000.00
Expended	109,312.81
Balance	\$ 30,687.19
Peru—	
Appropriation	\$100,000.00
Expended	126,195.84
Balance	\$ 33,804.16
Wayne—	
Appropriation	\$110,000.00
Expended	73,158.76
Balance	\$ 36,841.24

Robert I. Elliott, deputy superintendent of public instruction, has been appointed teacher of mathematics at the Kearney state normal school in place of M. R. Snodgrass who is alleged to desire to resign January 1. Mr. Elliott will take his place on that date. He was a republican candidate for the nomination for state superintendent, but was defeated by Dr. A. O. Thomas, formerly president of the Kearney normal. State Treasurer George and State Superintendent Delzel, members of the state normal board, will vacate their positions on the board the first of the year, about the time Mr. Elliott takes his new place. These two new members will be succeeded on the board by whoever is elected state treasurer and state superintendent.

The Nebraska Railway commission, through which was recently filed a joint complaint from Nebraska, Missouri, Iowa and Kansas on freight rates on apples, was notified by the Interstate Commerce commission that a hearing would be held and testimony taken by an examiner at St. Louis October 28. Apple shippers of four states have asked for a better outgoing rate. The Nebraska commission took the initiative in drawing the complaint.

Certification of the mortgage bonds negotiated by the Wabash railroad for the purchase of \$834,000 worth of equipment have been made to the secretary of state. Included in the list of purchases which will be made are: Thirty-seven moguls, ten switch engines, ten Atlantic type locomotives and ten ten-wheeler locomotives. The mortgage has been executed in favor of the Bankers' Trust Co. of New York city.

Two new state banks have received charters from the banking board. The Nebraska State bank of Omaha has organized with a capital stock of \$15,000. A. R. Thompson is president, J. H. Lohman vice president and C. H. Brinkmann cashier. The First State bank of North Bend has a capital stock of \$25,000. The following are the officers: Alex Thom, president; T. J. Kastle, vice president; M. C. Cussack, cashier.

The state railway commission has received a report of the investigation made in Denver as to the effect of automobiles on the revenues of the street car company of that city. Foot passengers and people who rode in automobiles and in carriages were counted for two days at the principal street corners. The conclusion arrived at is that automobiles cut down the revenues of the street car company \$437,000 a year.

Railway commissions of Iowa, Kansas, Missouri, South Dakota, Arkansas and Oklahoma have agreed to stand as a unit in opposing freight and passenger rate raises in the western states. That was the action taken at a meeting held at Kansas City from which Railway Commissioner Taylor and Rate Expert Powell, representing this state, have just returned.

Playing cards have been bought by the board of control for inmates of the asylum for the insane at Norfolk. The cards are intended to amuse the inmates but are not for the use of officers and employees. This is the first time playing cards have been asked for by superintendents of state institutions since the board of control came into existence.

According to a report filed by the Northwestern railroad with the State Railway commission the operating expenses of the road amounted to \$4,462,486.95 for the fiscal year. The revenue amounted to \$7,012,067.98. The report regarding the amount of fuel used by locomotives indicates that the Northwestern company has gone into the use of oil extensively as fuel for its locomotives, the report showing that 31,076,371 gallons were used during the year. The coal used amounted to 37,585 tons, while wood amounted to 2,230 cords.

BATTLE OF SOISSONS AS SEEN BY WRITER ON FIRING LINE

By JOHN ASHTON, Special Correspondent of the Chicago Tribune.

Paris.—I have just returned to Paris to rest up a day or two and get a few necessities after a week at the front of the left wing of the allied armies who are facing General von Kluck's army.

Farther to the east in a line extending from Reims to near Verdun the French are holding their ground against a fierce onslaught of the Germans under the prince of Wurtemberg.

I will recount what I have witnessed during the last few days: Leaving Meaux, we made our way through Varennes and Lizy, the scene of fierce fighting during the battle of the Marne, some details of which I gave in my first letter. All the dead have now been interred and the wounded removed from the several deserted villages through which we passed.

Find Wrecked German Plane.

Before arriving at Leerte Milon we came across a German aeroplane which had been brought down by the British. The English flying squad have been doing grand work in the air not only as scouts but in attacking hostile air craft. It is reported that no less than seventeen German aviators have fallen victims to the English flying men.

On approaching Villers-Cotterets, in the middle of the forest of that name, we came across several military automobiles, lying by the side of the route, which the Germans had abandoned in their hurried flight to the north. Two of these were marked "Feld Post" (field or military post). A little farther on we encountered six large German motor trucks which had evidently been destroyed by the Germans; everything was burnt up except the iron work. These wagons had been left in the road to delay pursuit, but the French had overturned them into the ditch on each side of the road.

Meet German Prisoners.

It was dark when we arrived at Villers-Cotterets. Before we had time to get out of our auto I heard a cry: "Voilà les Allemands!" (here come the Germans!) and, indeed, a moving gray mass soon came into sight, surrounded by a cavalry escort. There were about 100 of them, prisoners, marching in the cold rain. Many of them wore Red Cross arm bands, and I noticed a few officers among the bunch. Their expressions were sour and sullen, but considering their privations, they looked fit enough physically.

These were men that had got lost in the forest and failed to catch up with their columns. Many prisoners are taken in a similar way on both sides. Sometimes they come struggling in half starved to death.

Pass Night in a Chateau.

We passed the night in an old chateau. The town was full of troops, and the hotels packed with officers, so we were very lucky to get under cover at all. A few days previously the Germans had occupied the town, the staff having made their headquarters at this same chateau. The chamber maid left in charge of the house (the owner and his wife having fled) told us that the Germans had taken away some valuable Gobelin tapestries; the smaller tapestries had been left. They had also taken away some silver plate, but had left behind many pieces of considerable value.

We slept on the floor in the library, in a separate building, one of the finest private libraries I have ever seen, containing several thousand volumes. A very elegant secretaire in the library had been forced up, the contents ransacked, and the top wrenched off and thrown on the floor. I had nothing to cover me with, and as it was cold I slept very little.

We could hear the guns booming the greater part of the night.

Approach the Firing Line.

Starting out early in the direction of Soissons, we came upon the Thirtieth regiment of French artillery, at but five miles from the latter town. We could hardly believe we were so close to the firing line, but there they were, twelve guns (known as the Seventy-five), pounding away across the valley to where the Germans were entrenched.

We stopped our auto at a respectable distance and approached the batteries on foot. The ammunition wagons and extra horses and men were all drawn up silent and motionless behind a hedge a short distance from the guns. There was no danger then, as the Germans were replying only to other French batteries lower down the valley.

Very soon the men not busy at the guns began to surround us, begging tobacco and cigarettes. It is an awful thing for these poor soldiers to be deprived of the comforting weed. I saw a great deal of this later, on the field and at hospitals.

We had intended to go directly into Soissons by the main road, but the French officers dissuaded us, saying that the Germans would certainly shell our autos. So we went by another route, to go by Vauxbain, a village lying in the bottom of the valley, two and one-half miles from Soissons.

Under German Shell Fire.

We stopped at an ancient, picturesque chateau, turned into a hospital, to inquire about the wounded. Hard-

ly had we arrived in front of the gates when German shells began screeching over our heads. We scarcely knew where to go for safety. A fearful crash on our right just behind the hospital showed that the German range was getting nearer. Some of our party naturally became alarmed. Then we all crouched down behind our autos as another shell whistled close to us and dropped in a garden. Two of the spent pieces actually fell at our feet and a few seconds afterwards another spent piece of shell, still hot, struck one of our party on the leg.

It was evident that we were in great danger. Some one said, "stank by the cars."

It was a good job we did not take this advice; but we might have done it if at that moment a woman at the door of the village wine shop across the street had not shouted: "Come inside, for God's sake!"

Hide into a Cellar.

We did not need twice asking. Hardly had we got across the threshold when a tremendous noise like a million rawhide whips cracking at the same moment, followed by the noise of falling masonry, showed that we were in for a regular bombardment. Everybody rushed for the cellar.

As soon as the dust and smoke had cleared away someone crept up the steps to look out and returned saying one of the turrets on each side of the entrance gates to the castle had been completely demolished by the last shell. And still they came, and there we huddled looking into each other's eyes, as well as the dim light would admit, in that little wine cellar with its solid vaulted roof that we prayed might not give way should the house be struck. I shall never forget the time spent in that cellar. There were twenty-three of us, including about seven women of the village and a little boy. We were there from 10:30 a. m. until a little after noon, with shells dropping all around us. One dropped five yards from the door, the shock breaking every pane of glass in the house and making an enormous hole in the road. Another shell struck the ground about twelve feet in front of our cars, just grazing and mashing a portion of the village cross.

Everything has an end, and we could hear the shells bursting farther and farther away. Still it was deemed prudent to lie low for a bit.

Eat as Shells Scream.

After a time one of the villagers went out at a rear door and brought back a big dish of fried chipped potatoes and bread, so that with the wine in the cellar we made a hearty lunch under the circumstances. We were very hungry, as we had eaten nothing since the previous evening.

When it was safe to get out we found that the shell that dropped near the cars had burst two tires on the car I rode in, had smashed all three of the wind shields, and filled the car bodies and covers full of holes. The cars looked as if they had been peppered with machine guns. Luckily the engines were not damaged in the least.

The Germans, being deeply entrenched in old chalk quarries, a sort of natural fortresses in the hillsides overlooking Soissons, continued to reply to the numerous French guns with impunity and occasionally to bombard Soissons and Vauxbain. Up to the time of my leaving this same thing had been going on for over a week.

Soissons is in a pitiable state. The Germans have not spared its old cathedral with its two Gothic spires. From the rear of the hospital at Vauxbain we had a fine view of this grand old landmark. One of the steeples is broken off about half way, and the other has a big hole in the side, plainly seen three miles off.

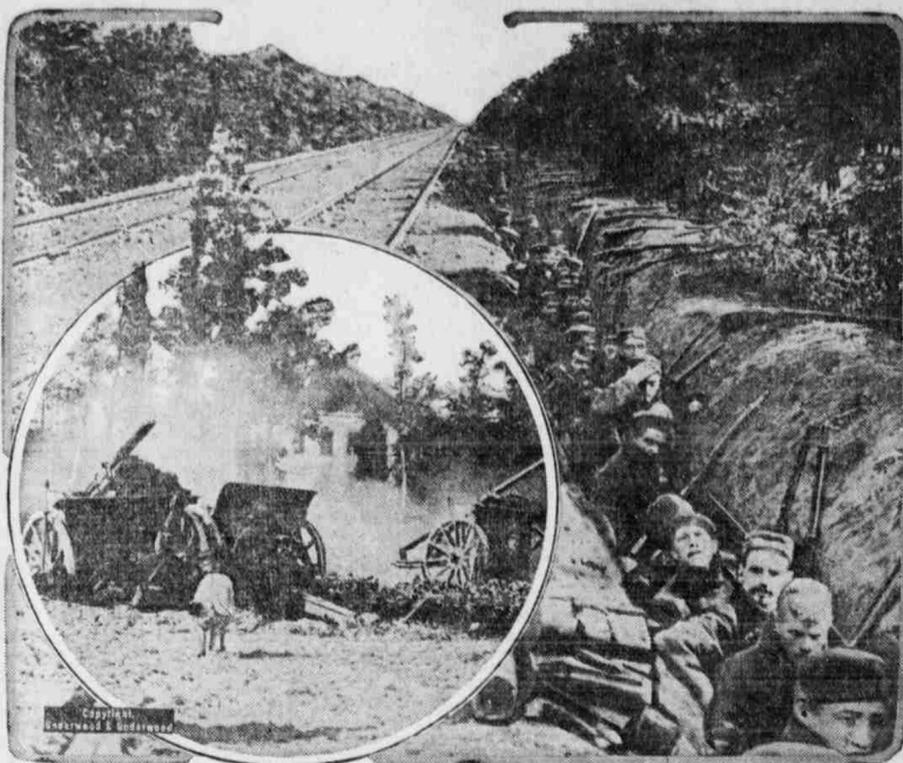
I passed about four days here. The artillery firing was terrific from morning to night. The battle ranges over an enormously extended front.

I saw some shockingly wounded men while at Vauxbain. The night before I left five men were brought in with fearful injuries in different parts of the body. A German shell had dropped among eight artillerymen serving one of the French guns. The other three men were killed on the spot. This is just an incident among hundreds that are happening every day.

At one village I passed through, where the Germans had left 160 wounded, most of whom were brought in under cover two days after the battle by the French, the doctors asked me, implored me, to try and get some milk for the wounded. Nearly all the cattle have been driven out of the country to safer places or have been requisitioned either by the German or the French forces. Many lives are lost on both sides through exposure and lack of attention after being wounded. Cases of gangrene and tetanus are not infrequent. The doctors and nurses are doing heroic work, but it often happens that they are very much overcrowded before they have a chance to remove those wounded who are able to be sent to other hospitals. At Vauxbain the hospital was crowded. There were 400 people there, and the house had only accommodations for 100.

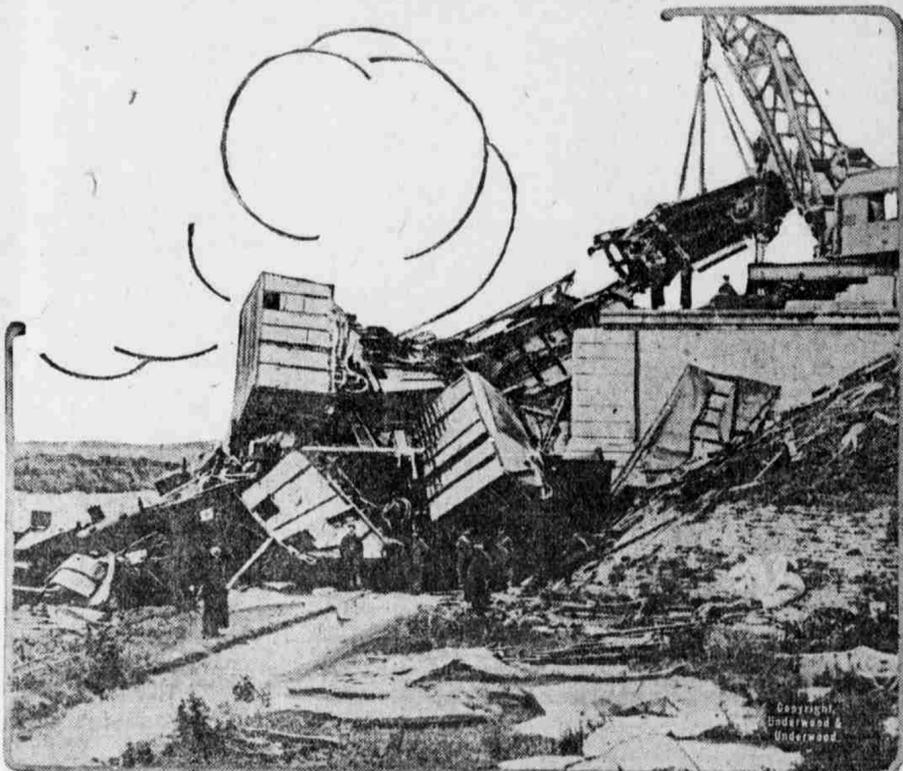
Huge Jewish Army.
Petrograd.—A quarter of a million Jews are with the Russian forces. This is the largest Jewish army ever gathered since the fall of Jerusalem.

SCENES AT THE BATTLE OF HOFSTADE



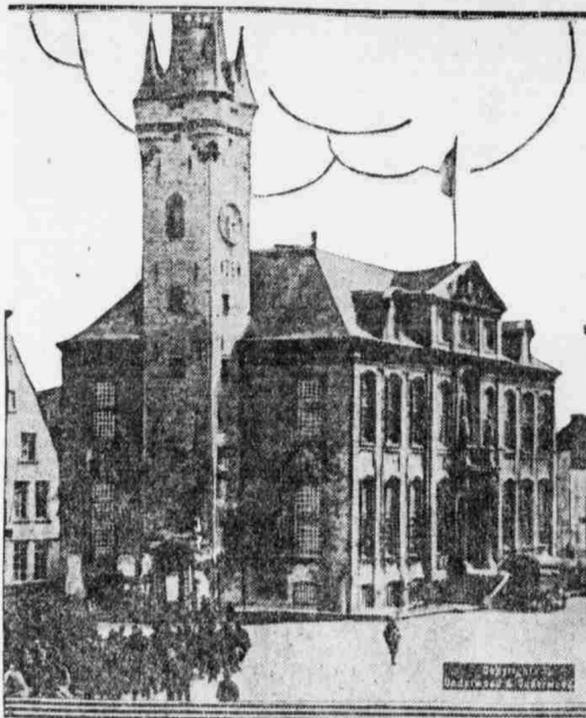
Belgian soldiers in the deep trenches along the railway from which they repulsed the Germans at the battle of Hofstade. At the left are shown some of the big Belgian field guns which checked the advance of the kaiser's troops in the same conflict.

TERRIBLE WRECK OF A RED CROSS TRAIN



First photograph of the dreadful wreck of a Red Cross train at the Mary bridge across the Marne; in which many wounded French and English soldiers were killed. The bridge had been destroyed by the Germans and the train went into the river.

HEADQUARTERS OF KING OF BELGIUM



This is the ancient town hall at Lierre, which the king of Belgium has been using as his headquarters. In the courtyard are some men of the famous "black devil" regiment of carbiniers, which lost two-thirds of its members in action.

HARNESSING UP A WAR DOG



Belgian trooper harnessing one of the dogs that are used to haul the small mitrailleuse guns.

Crawls Back to Death.

Ostend.—Lieutenant Steele-Perkins of the King's Own was lifted from the trenches at Mons, wounded four times. Protesting, the British soldier crawled back and was mortally wounded.