

OUR CITY DADS HOLD TAME SESSION LAST NIGHT

The Light Question Still Slumbering, and It Was Not Argued at This Session of the Council.

From Tuesday's Daily

There was quite a large number of interested spectators present at the session of the city council last evening, who had come prepared to see that august body wrestle with the problem of allowing or not allowing another light franchise, and in this they were disappointed, as there was no franchise reported and the light experts present on behalf of their respective companies maintained a discreet silence. Councilmen Straight, Patterson and Buttery were absent when the mayor called the meeting to order, but arrived before the silvery voice of the city clerk had ceased reading the minutes and will be chalked up as present.

The first communication to be laid before the meeting was one from M. S. Briggs, owner of lots 52 and 53, on South Sixth street, along the curb and gutter district, in which he informed the council that great damage to the amount of \$2,500 had been inflicted upon his property by the grading for the curb and gutter and the street had been lowered to the detriment of the property, and that as approaching the city attorney on the subject he had not been given any satisfaction and he would be compelled to get busy with a lawsuit. This matter was referred to the judiciary committee for prompt action.

An application was made to the city council by Henry G. Klingler for a license to operate a pool hall in the Hotel Riley block, and the same was accompanied by a check for \$50, and upon motion of Gabeck the necessary permission was given Mr. Klingler.

Chief of Police Rainey reported that during the month of November some thirteen persons had been placed under arrest and different dispositions had been made of them. This was referred to the police committee.

City Clerk Nemetz reported having collected during the past month the sum of \$247.47, which had been turned over to the city treasurer. This includes occupation tax and the sale of cemetery lots.

The judiciary committee, through the chairman, Councilman Straight, presented an opinion from City Attorney Tidd in which he expressed the opinion that the city was not liable for any damage through their refusal to allow G. W. Homan to put in a private sewer on his property on Chicago avenue, and the committee's recommendation that the communication of Mr. Brown be placed on file was adopted without a dissenting vote. This committee was given further time to look up the matter of the action of Mrs. Julia Doring to have certain property in the north part of the city set out of the incorporated limits of the city.

Chairman Bester of the streets, alleys and bridges committee brought up the matter of having the city surveyed and grades established, and stated the offer made by the firm of Bruce & Standeven of Omaha to carry on the work, making a complete survey and platting the streets, marking the elevations and cross streets as that in the future the work of putting in curb and gutter or sidewalks could be carried out without the expense and trouble that is caused in the present conditions, where it was necessary to make a survey each time work of this character was done. The work and the maps prepared would be in conformity with the most approved engineering methods, and at a price of \$275.

W. E. Standeven, of the firm of engineers, was present at the meeting and outlined the plans the firm had made for the work that would insure complete satisfaction. He stated the firm would prepare a number of the large maps of the city plat for use of the city government, and the survey and marking of the streets would be placed in books that would be of easy access and would add greatly the cost of future improvements.

City Attorney Tidd, in reply to the inquiry of Councilman Bester, stated that there was at present no established grade in the addition to the city and that the establishing of a uniform grade would be a great aid to future work in the city.

Councilman Harris did not favor having the work done at this time and wanted to know whether or not the doing of the surveying would make the services of an engineer unnecessary in the future. He moved that the proposition be laid on the table but this did, as there was no second

to it, and it did not get to a vote. Councilman Johnson desired to be informed as to whether or not the city could establish a grade without an ordinance and as to the necessity for the services of an engineer.

Mr. Tidd stated, for the benefit of the council, that on the street work done in the past year the cost of establishing the grades had been close to one-third of the total cost of the improvements.

Councilmen Patterson and Lushinsky both favored the securing of the work, as it would save money for the city in the long run in doing away with a great deal of expensive work.

Mr. Standeven stated that the placing of the grades would allow the work to be done by anyone at all familiar with this kind of work by following the markings and plans made by the engineers in their plat books.

Councilman Hallstrom thought the work should be carried out, but also thought that it would be better for the engineers to establish grades that would suit the property owners as much as possible and avoid trouble in the future.

Mr. Standeven explained that they figured on making the grades with a view of placing them where the cost to the property owners would be as little as possible, and to do no damage, if possible, to the valuation of the property.

Councilman Bajer stated that he thought it a good idea, and that if a unanimous opinion was secured from the property owners along the streets there would never be any grades established, and moved that the offer of Bruce & Standeven be accepted, which carried, Buttery and Harris voting "no."

The finance committee reported the following claims, which were allowed: John Fitzpatrick, salary, \$20; Ben Rainey, salary, \$75; Frank Newman, salary, \$65; M. Archer, salary, \$30; Mike Lutz, street commissioner, \$40.20; Mural Parmele, street work and sprinkling, \$37.20; William Gobelman, street work \$51.20; Charles McBride, same, \$25.80; Weyrich & Hadaba, merchandise to police, \$14.3; Warga & Schudlice, material and labor at jail, \$33.35; Nebraska Lighting Co., street lighting, light at city hall and lead of cinders, \$144.20; Lee Jennings, work and tiling \$11.40; Lake Wiles, same, \$11.40; L. H. Peterson, same \$8.40; Claus Beotel, burying dog and hauling man to jail, 75 cents; Lincoln Telephone & Telegraph Co., cent, \$2.50.

Police Judge Archer reported that during the month there had been seven arrests and fines and costs aggregating \$36 had been collected and turned over to the city treasurer.

Councilman Patterson called the attention of the council to a bad place on North Sixth street at the crossing of Oak, where the crossing was in bad shape due to a stop-off there, and asked that the city clerk notify the property owners to see that it was remedied at once.

Councilman Johnson requested that the city clerk notify the telephone company to remove their poles at the foot of Wintesteen Hill from their present location, which was adopted.

Councilman Bester stated that the walk at the Riley hotel corner was in bad shape and asked that the city clerk be requested to notify the property owners to see that repairs were properly made at once.

Councilman Harris asked that cinders be placed along Lincoln avenue from Bach's store to 100 feet south of Hermita street, where the walk is bad for persons living along here. This was seconded by Councilman Shea and adopted.

The council then adjourned and re-convened immediately as a board of equalization on the property in district No. 7, and this occupied some little time, it being a late hour when he "dads" adjourned and wended their way homeward.

REAL ESTATE TRANSFERS.

- Garry Treat, et al. to Annie M. Treat, quit claim deed, lots 4, 5 and 6, block 3, Treat's addition to Weeping Water. Consideration \$ 250.00
- Arthur Carmichael to S. D. Cheek, lot 3, block 46, Weeping Water. Consideration 460.00
- John Heebner to J. M. Ranney, south half, NW quarter, 9-10-12. Consideration 6,490.00
- G. M. Osborn, et al. to T. W. Glenn, lot 12, block 138, city. Consideration \$10.00

Box Supper.
At the Horning school, Saturday evening, December 19th. Everybody invited. Ladies please bring boxes. Elizabeth Oliver, Teacher. 12-14-tf-d&w

A VERY GRAVE CRISIS CONFRONTS THE RAILROADS

War Has Closed the Money Markets of Europe to Them Indefinitely

In view of the fact that one of the railroads of Nebraska has already filed an application for an increase of rates with the State Railway Commission, it is the desire of all the railroads to utilize this opportunity for an intimate and frank discussion of the whole railroad question with the people of this state. To this end, the careful attention of the readers is invited to a series of articles which will appear in this newspaper during the next few weeks and which will contain the most far reaching discussion of this great problem that has ever appeared in the public press. All that is asked in the meantime is that the people of Nebraska accord to the railroads the courtesy of listening to their side of the story and then form such conclusions as, in their judgment, the facts may warrant.

That the railroads of the United States are today confronted by the gravest crisis in their history there is not the slightest question. For some years they have been desperately struggling with an ever increasing cost of operation in the face of reduced freight and passenger rates— but serious as this situation was before, the European war, which has indefinitely closed to them the foreign money markets, has suddenly brought them face to face with a situation which threatens not merely many new receiverships, but the actual paralysis of the entire transportation industry of the Nation. It was this state of affairs which compelled the closing of the New York Stock Exchange some months ago. What will happen in the future the future alone can tell. American railroads are valued in round figures at twenty billion dollars, and of this vast sum nearly five billion dollars' worth of securities are held abroad. Should Europe, in its frantic struggle for funds, seek to convert these securities into cash during the next twelve months, where is the money to come from which to buy them?—and failing to protect these securities, what demoralization will follow not merely in railroad investments, but in all other American industrial values as well? The recent statement of David Lloyd-George, Chancellor of the Exchequer, that the inability of Englandmen to convert their American investments into cash is crippling Great Britain in its present emergency is ominously significant. Possibly the New York Stock Exchange may be able to resume operations without disaster for the time being, but that the finances of the United States, but of the world will be subjected to a strain without precedent in history during the next year or two is so apparent that it requires no extended comment. In a future article this phase of the question will be dealt with more fully.

President Wilson's Views.
That the situation is profoundly serious is manifested by the recent utterance of President Wilson to a group of Eastern railroad executives. In his letter to Mr. Trumbull of the Chesapeake & Ohio he said: "You ask me to call the attention of the country to the imperative need that railway credits be sustained and the railroads helped in every possible way, whether by private co-operative effort or by the action wherever feasible of governmental agencies, and I am glad to do so, because I think the need is very real.

"They are indispensable to our whole economic life, and railway securities are at the very heart of most investments large and small, public and private, by individuals and by institutions. "I am confident there will be earnest and active co-operation in this matter, perhaps the one common interest of our whole industrial life. "Undoubtedly men, both in and out of official position, will appreciate what is involved and lend their aid heartily wherever it is possible for them to lend it. But the emergency is in fact extraordinary and where there is manifest common interest we ought all of us to speak out in its behalf, and I am glad to join you in calling attention to it. This is a time for all to stand together in united effort to comprehend every interest and serve and sustain it in every legitimate way."

Railroads Lost Millions.
The net operating income of the railroads of the United States for the year ending June 30, 1914, was \$120,000,000 less than for the previous year. The gross earnings for the year were \$44,000,000 less than for 1913—while expenses and taxes were \$75,000,000 more. But heavy as this bur-

den was before, the great struggle across the seas, carrying in its wake the destruction of untold hundreds of millions of dollars' worth of all kinds of property, renders the situation a thousand-fold more serious. It means in short, that for a number of years to come Europe will have no surplus money for investment in the United States or elsewhere and that American railroads will have to finance their future needs at home! How herculean this task will be, saying nothing about protecting themselves against the dumping of foreign securities, may be judged from the fact that the bond and note obligations which will mature between now and the end of next year, and which the railroads will have to meet in some way, amount to more than \$53,000,000—and this doesn't take a dollar's worth of new improvements into consideration. These are obligations which were incurred in the past and which must be met as they fall due if the transportation companies are to be preserved from wholesale receiverships and ruin.

Manifestly, therefore, American investors, big and little, will have to come to the rescue—and before they will consent to do this American railroad securities will have to be re-established as a sound, respected and paying investment—and this, on the basis of present railroad earnings, is impossible!

For this reason the railroads of Nebraska believe the impending crisis demands that they lay this whole problem before the people of the entire state—that they have a heart-to-heart talk with the farmer, the merchant, the manufacturer, the banker, the laboring man, and all other citizens upon this great question which so vitally affects the future welfare of the Commonwealth and the Nation.

Why Railroads Are Helpless.

In times of acute financial stress private industries are in position to very largely adjust their affairs to meet the emergency. They can advance the price of their commodities, cut their payroll in half, or shut down altogether, and thus permit the storm to blow over without actual shipwreck. The railroads, as quasi-public enterprises, however, are in an entirely different position. Their rates are regulated by law and cannot be advanced without the consent of the people through their law making bodies. In order to please the convenience of the public and not to break down the commerce of the country they must operate their freight and passenger trains whether they carry a full load or only a quarter of a load—and in view of these facts it is manifestly unfair to put the railroads in the same class with private industries in the present crisis and ask them to shift for themselves as best they can. When the people took over the complete making and regulation of railroad rates they at the same time assumed the solemn implied obligation to see that the railroads get a square deal—for the people are the only power that stands between them and ruin.

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DON'T MISS THIS. Cut out this slip, enclose five cents to Foley & Co., Chicago, Ill., writing your name and address clearly. You will receive in return a free trial package containing Foley's Honey and Tar Compound, for coughs, colds and croup, Foley Kidney Pills, and Foley Cathartic Tablets. For sale in your town by all druggists.

160-Acre Farm for Sale.
160 acres, one and one-half miles west of Murray; 12 acres in alfalfa; 12 acres in clover; 7 acres in wild hay; 80 acres fall plowed. Good running water; all can be farmed. For particulars, call or write, H. C. LONG, Murray, Neb.

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I will trade for acreage or town property. What have you, owner? A. L. Bolin, Papillion, Neb. 12-3-tf-wkly

NOTICE.
Parties wishing weather calendars will do well to call at Fricke's Drug Store. They are distributing the weather charts now and it would be wise for you to get yours before they are all gone. wkly2w

twenty billion dollars invested in American railroad securities less than 5 per cent is now, or ever has been, in the hands of these men who have figured prominently in the newspaper headlines—while the other 95 per cent is in the funds of nearly two million investors, large and small, who in many instances have put the modest savings of a lifetime into these securities in order that they might lay away a competency for old age.

When, therefore, the value of these securities is depressed, or perchance destroyed, the hardship is ten-fold greater upon thousands of every-day citizens—upon the frugal mechanic in a New England factory, the widow with her life insurance funds, and the countless other citizens in every avocation and walk of life than upon the handful of millionaires, good or bad, who have figured prominently in railroad circles. Thus, for instance, the great Pennsylvania System has over 70,000 stockholders, while the Santa Fe has over 40,000, and the same ratio holds good in nearly all the other lines.

Many Other Investments Affected. But that isn't all. For many years railroad bonds were considered the safest and soundest investment in the country; and hence hundreds of millions of the assets of our great life insurance companies, banks, benevolent associations and colleges were invested in them, and the moment, therefore, that the soundness of these securities is affected the financial solidity of these myriad institutions is greatly menaced at the same time.

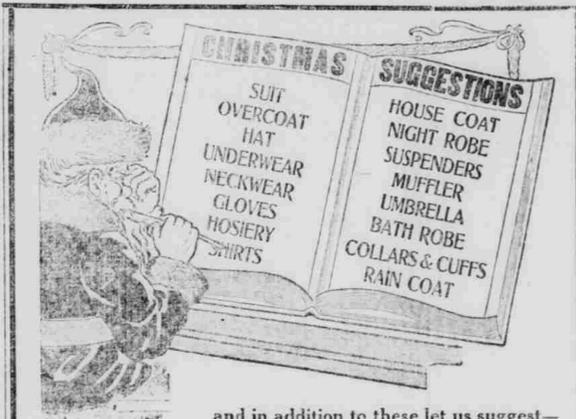
Carrying it a step further, it means that every holder of an old line life insurance policy and millions of depositors in saving and other banks, and those interested in many fiduciary, benevolent and educational institutions are directly concerned in the present situation, which threatens to largely destroy the high regard in which an investment in railroad bonds was held.

In the impending crisis, therefore, not merely the fate of our transportation system is at stake, but along with it the very financial integrity of our entire investment world—and this only goes to show how vast and overshadowing our railroad industry has become—how they are not merely the giant arteries of agriculture and commerce, but how closely their welfare is woven into the wool and fabric of the entire Nation. Among other things, it should remind us how interdependent we have come to be in this mighty republic of ours—that each is in truth leaning more and more his brother's keeper, and that we need to think and act carefully lest in our mistaken zeal we destroy those who like ourselves, need whatever of this world's goods the toil and sweat of years has brought to them.

That the time has come when the citizens of Nebraska and the country generally should do some serious thinking in connection with this great and vital question there is not the slightest doubt, and hence we appeal to the people to read the forthcoming articles carefully and thoughtfully—and since all the essential facts and figures quoted will be taken from the public records they will be easily capable of verification. Especially do we hope that farmers whose market facilities and land values are so critically affected by the railroad problem will follow the articles closely—for Agriculture and Transportation are easily the Nation's two greatest and most fundamental industries. (Paid Adv. To be continued next week.)

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- Gents' Tie Ring Holders, \$1.00 up.
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Buy him 6 pair of hose for 60c
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SISTER'S BILLS.

Sister Sue is sweet as honey,
And it means a wedding some day.
At Smith's they had a wedding,
The way Jim talks it must be grand.
Said they had so much to eat,
And they even had a band.

This Bill is awful stingy,
His names is William Short;
He is long, thin and slender,
And we call him Bill for short.
Said, "When you get through your dinner
You could slip behind a door,
Eat and eat and eat forever,
Then come back and eat some more."

Once he gave me a penny,
Said: "Go spend it, it's your own."
That was when I was with them,
And they wanted to be alone.

When I came back he looked disgusted,
Said, "Are you here again, Range?"
And I said, "Please excuse me,
For I came back to bring your change."

Next there came Will Fowler,
And I think he's come to stay.
Sister Sue is sweet as honey,
And it means a wedding some day.
—A. B. H.

To feel strong, have good appetite and digestion, sleep soundly and enjoy life, use Burdock Blood Bitters, the family system tonic. Price, \$1.00.



Each year there has been an increase in the buying of sensible Christmas Gifts and this year, with people in a more serious frame of mind than usual, there should be an even greater increase.

Our list of serviceable gifts for

- men and boys includes everything that you naturally expect to find in a first class clothing and furnishing goods store like this one.
- Neckwear—25c, 35c, 50c, 75c and \$1.00.
- Hosiery—Radium, 2 pairs for 25c; Interwoven, 25c, 4 pairs in a holiday box, \$1.00; Interwoven Silk, 50c for one pair or 2 pairs in holiday box for \$1.00.
- Handkerchiefs—Plain flaxette, 5c, 10c and 15c each; Linen, initialed or plain, 25c, 35c and 50c each.
- Jewelry—Cuff Links, Stick Pins, Full Dress Sets, Waldemar Chains, 25c to \$2.00.
- Mufflers—Silk, 50c to \$2.50; Knitted, 50c to \$1.50
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- Fancy Shirts—New styles and new patterns, including latest cross stripe narrow pleat bosoms, \$1.00 to \$3.50.
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- Sweaters—\$2.00 to \$6.00.
- Mackinaw Coats—\$6.00 to \$12.00.
- Suits and Overcoats—\$10.00 to \$30.00.

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Shirts