

ATTACK ON STATE UNIVERSITY FAILS

Situation Now Is More Pleasing to Friends of Big School.

HAS BEARING ON STATE FARM

Chairman Taylor Declares His Only Desire is to Compel More Attention to Agricultural End of Institution—Peterson's View of Affairs.

Lincoln—The state university appears now to be out of the political maelstrom into which it was hurled last week. The situation now is more pleasing to the friends of the big school than it has been for some time past, according to the house and senate leaders who are seeking to protect it.

Some of them now claim that the affair was the outgrowth of the university location row. Others say that an entirely new enemy has sprung up, Chairman W. J. Taylor, the Custer county statesman who is heading the special committee on that subject.

Mr. Taylor also takes the position that the taxpayers whose money is being spent at this institution should know where every cent goes. He thinks that the regents should be able to tell in advance just what should be the expenditures during the coming biennium in each direction.

Hearings have been held on two bills—the bill backed by Railways Commissioner Hall allowing the commission to prevent competition among utilities—and the Blausser bill giving over to the railway commission the regulation of the rates and the service of all the local public service corporations of the state.

Both houses of the legislature have been working with might and main and now give appearances of making the end of the session not far from the sixty-fifth day. That seemed impossible a fortnight ago.

Gubernatorial talk is beginning to be heard in the chambers of both houses, but thus far there have been few lawmakers mentioned from either body as possibilities in either party.

A statement issued by Chancellor Every shows that the agricultural college and the allied activities of that branch of the work cost \$28,000 more during the past two years than was its share as figured on the basis of all the colleges in the university.

A group of legislative newspaper men were talking at one of the hotels the other night. Discussion was centered on the number of anti-railroad bills pending. Suddenly one of the newspaper writers spoke up and said: "Let's find out the total cost that would be heaped on the roads if all the bills now pending are passed by the legislature. And as that would be an additional tax on the people let's see how much of an additional burden would finally be shifted onto the taxpayers."

lation of track scales at all stations in the state from which forty or more cars of produce of any kind are shipped yearly. This bill would hit the roads hard. The initial cost would be \$2,000,000, and in addition to that there would be a stiff yearly maintenance charge.

Another bill requires the erection of union depots in every town of the state where two or more railroads enter it. This would mean an expenditure of at least \$10,000,000, with the possibility that in order for roads to get advantageously located depots the cost would mean much in excess of that.

Some of these measures are claimed to be "strike" affairs. That term in legislative parlance means that the author of the bill has no intention or no desire to put the measure through, but is merely satisfied to let the bill come before the body and then be in a position to demand some favor—sometimes a big one—at the hands of the railroad or railroads affected.

The big appropriation bills are out of the finance committee and are now the objects of close scrutiny at the hands of the members. The total of all appropriation bills now pending is in excess of \$11,000,000 or about a million less than the total of all bills two years ago.

Governor Morehead is very hopeful that this will be done and that the record of the session will go ahead to help in the next campaign—that is to help the members of the legislature in coming back and to help the entire Democratic state ticket, of which he may be a part as a congressional candidate in the First district.

The board of control listened to the arguments on the two sides into the question of the best way in which to teach the deaf and dumb, by the oral or by the manual method. The law now provides for the teaching of the manual method to the exclusion of the other.

Nebraska senators and representatives in congress were asked by the lower house of the legislature to support remedial legislation for producers of live stock. This was done by adopting a resolution which Mr. Matton offered.

It is understood that the house committee on cities and towns may be able to report out the annexation bill in a day or so. However, it is also said that the committee deadlocked, five being for reporting out the bill for passage and five against it.

House roll 430, introduced by the Fremont county delegation in the house, was reported out for passage by the house committee on privileges. The bill makes the sending of money for election purposes more difficult and provides stringent methods for the accounting of the same.

The following appropriation bills, recommended by the board of control, were reported out by the house finance committee and sent to final reading: H. R. 260—For \$25,000 to buy land at Norfolk asylum.

RETAILERS TOLD TO GET TOGETHER

Orner Says Farmer and Government Arrayed Against Them.

OWN FAULT, SAYS GUSTAFSON

Vice President of State Federation Urges Co-Operation in Buying and Shipping—Rents Parcel Post and Trading Stamp Plan.

Lincoln, Feb. 25.—The United States and the farmers are working together to put the small merchant out of business, George W. Orner of Bohony told 600 dealers, speaking before the convention of Nebraska Retailers at their annual convention here.

Mr. Orner, who is vice president of the federation and was for many years a small merchant in Overton, urged co-operation among the retailers in buying and shipping to save freight charges. The trading stamp plan received the stigma of his disapproval.

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NINE SHIPS SUNK OR TORPEDOED

Result of Week of Blockade of British Isles.

MINES GET THREE VESSELS.

Neutral Owners Keep Ships Home—British Admiralty Reports Loss of Three Positions Along Belgian Coast—Turks Permitted to Rest.

WAR SUMMARY

Three more British merchant vessels were torpedoed by German submarines. An armed merchant cruiser is missing and believed lost with all on board, nearly 200.

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BOX SOCIAL AT CALLAHAN SCHOOL SATURDAY NIGHT

From Wednesday's Daily. We are glad to report the success at the South Callahan school Saturday evening, February 20, 1915. In spite of the bad roads and weather the house was "running over full."

An excellent program, consisting of pantomimes, songs, instrumental solos, dialogues, etc., was given by the school. Two of the pantomimes that made some of the fun for the lookers-on were, "Everybody Works but Father," and "The Preacher and the Bear," John Duerr, a comic actor, playing the part of the preacher.

Ed Barker was among those going to Omaha on No. 23 this afternoon for a few hours, looking after different matters of importance, as well as taking in the sights of the metropolis.

B. F. Gertie and wife of Omaha were in the city for a few hours today looking after their property interests, having disposed of their residence property in the south part of the city to William Gravitt.

3 MORE SHIPS TORPEDOED

Harpalion, Oakley and Ruyperania Sent to Bottom of the Sea. London, Feb. 25.—Three more British ships have been torpedoed by German submarines. The steamer Harpalion, from London for Newport News, without cargo, has been torpedoed off Deacy Head. It was struck amidships. Three of the crew, Chinamen, were killed. Forty-one members of the crew were landed here.

A WOODERFUL RECORD FOR ORIENTAL LIMITED VIA THE BURLINGTON

From Tuesday's Daily. The Oriental Limited from Chicago to Seattle, via the Burlington Route to St. Paul and the Great Northern (Glacier Park Route), was "On Time" every day from April 14 to July 19, 1914, inclusive—97 days; late four times between July 20 and 27 (delays being due to blasting of connection with tunnel construction in the Rockies); "On Time" every day from July 28 to December 15, inclusive—an unbroken stretch of 141 days. Put the other way round, this train was "On Time" 236 days (practically eight months) out of 242.

This is a most remarkable record. The "On Time" arrival of a fast, heavy passenger train like the Oriental, after a 72-hour run over 2,217 miles of steel rails, including the climb of the Rocky and Cascade mountain ranges, is a human and mechanical triumph. To make such a record, supervision, operation, road-bed, power, equipment—everything, must be in an exceptionally high state of efficiency.

NEBRASKA AND OMAHA GET MUCH FAVORABLE PUBLICITY

Omaha's business statistics show a remarkable activity for the year recently closed. Inasmuch as these statistics reflect Nebraska's activity, the state and Omaha are receiving much favorable publicity in the east. Omaha was one of the few cities to maintain its normal business during the year—a tribute to Nebraska and Iowa which is recognized throughout the length and breadth of the land.

OWNERS KEEP SHIPS HOME

The blockade, however, has had the effect of increasing insurance rates and some neutral owners are keeping their ships in neutral waters. With conditions such as these the public, both in England and neutral countries, are naturally curious as to the latest note of the American government to Great Britain and Germany, of which little has been allowed to leak out either in London or Berlin.

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FRANK SABATKA GOES TO OMAHA TO CONSULT DR. DAVIS TODAY

From Wednesday's Daily. Frank Sabatka was a passenger to Omaha this morning, where he goes to consult Dr. Davis of the M. E. hospital regarding his ankle, which he injured in a fall from the postoffice building which he was assisting in constructing last September.

EVERYBODY

Cordially Invited to the Basket Supper which is to follow a Big Minstrel Entertainment at the STULL SCHOOL HOUSE, District No. 28, Saturday Evening, February 27th at 7:30 Sharp. ROSE J. PROHASKA.

Concrete Work Guaranteed! We could not do that if we were not sure every time we do a piece of concrete work that it is done right. We Know How or we would not take a chance on rebuilding our work. We know how to mix concrete and how to put it in, and every job we handle is there to stay. Silo, Water Tank, Water Storage Tank, Walls —all built by us under an absolute guarantee to be of first-class material and workmanship and we stand back of it. Come in and See Us if you are thinking of building anything this year. We have a number of new ideas about building that will interest you. Just south of Postoffice on Fifth Street. Concrete Construction Co., Plattsmouth, Nebraska

The John Deere Model B. Disc Harrow is the only Spring Pressure Harrow and, therefore, the Only Flexible Harrow Built. Here are some of its distinctive structural advantages: Exclusive Spring Pressure—secure greater penetrating power and more thorough cultivation. Instant Leveling for All Conditions—Enabling operator to keep all discs cutting an even depth. High, Solid Steel Gang Frames—extra stiff and strong; extra clearance. Double Leaf, Easy Riding Seat Spring—a Disc Harrow that is as comfortable as a rocking chair, Oscillating Scrapers with New Features—lock at edge of discs, lock-off discs, clamped blade, etc. Stub Poles on All Sizes—for convenience in storing, three-horse hitch or tongue truck. High Arch Frame in One Piece—Frame rigid, also greater clearance for trash, etc. Ed Barker was among those going to Omaha on No. 23 this afternoon for a few hours, looking after different matters of importance, as well as taking in the sights of the metropolis. B. F. Gertie and wife of Omaha were in the city for a few hours today looking after their property interests, having disposed of their residence property in the south part of the city to William Gravitt.

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