

PUBLIC OWNERSHIP

Has Proven Very Profitable to the Taxpayers of the City of Glasgow.

INTERESTING COMPARISONS.

The Street Railway System Pays a Handsome Profit to the City.

The Price of Gas Reduced.

Mr. Thomas Provan of Worcester, Massachusetts has recently investigated the subject of Municipal ownership in the city of Glasgow in Scotland.

Query: Previous to the city taking over your tramway from the company that ran it, did the city draw a revenue for the use of the streets from the company?

Ans. Yes. The average net revenues to the city for the use of the streets amounted to \$18,820.

Q. What is the difference in the city's favor since it owned the plant and ran it?

Ans. Since the tramways were taken over by the corporation the department has paid over to the common good an annual sum of \$45,000 as net free revenue.

Q. Does the city's running it give general satisfaction?

Ans. The service of cars given by the corporation tramways gives complete satisfaction.

Q. Are the wages of the employees more or less than under private management and is it true that the city hires only cheap help, and does not pay more than \$4.52 a week?

Ans. The wages per hour are more than those paid by the former company.

Q. What is the average time a car takes to run from Bridgeton across to Patrick—or say six miles—and what does it cost the passenger?

Ans. The average speed of the cars, including stoppages, is between 5 1/2 and 6 miles per hour.

Q. I hear the charge is one cent a mile. If I am going 6 miles I pay the conductor 6 cents and take a check?

Ans. The average distance which can be traveled at the different fares are as under:

Table with 2 columns: Fare amount and distance in miles.

Each route is divided into stages, and a passenger wishing to travel a six cent stage pays and receives a ticket of like value.

Q. Is the city satisfied with horse power? Or does it contemplate the use of electricity?

Ans. It was the intention of the corporation in taking over the working of the tramways to adopt mechanical traction at the earliest possible moment.

A complete list is appended, of wages paid to employees and it shows that the wages paid to men vary from 80 cents per day, the men in the stables, to \$1.08 to drivers and conductors.

The tramways committee consists of the lord provost of this city, six bailies, or magistrates and 18 city councillors.

INCREASING FACILITIES AND ACCOMMODATIONS.

Considerable sums were expended during the year, on additional tramway lines, ground, buildings, horses and equipments, amounting in all to \$285,200.

On account of the development of the traffic, 7,183 square yards of ground were purchased on which an additional depot was erected, with accommodations for 395 horses, 48 cars, and the usual appurtenances, and three depots have been extended to hold in all 326 additional horses and 16 cars.

Every fortnight the animals which for various reasons are becoming unfit for work are carefully weeded out, and sold at auction.

The whole of the rolling stock has been fully maintained during the year, and a large number of the cars have been overhauled.

As to water supply the city chamberlain says: "Lock Katrina continues to supply the city in great abundance."

Thus a house, \$60 annual rental, which is a fair average among the artisan class, is charged \$1.44 cents per annum, and for this payment the family, large or small, has an uninterrupted supply of pure, soft water for every purpose, including bath, water closet wash house etc.

THE GAS SUPPLY. The supply of gas was taken over by the city in 1865, when the price 1,000 cubic feet was \$1.10.

The gross revenue for electric lighting for the year amounted to \$128,310 and the gross expenditure \$57,945.

IN BUILDING ENTERPRISES. "The city, finding itself with vacant ground on hand, has covered portions of it with tenements of houses, partly for housing the laboring class, and partly for the artisan class.

NO SALARIES FOR OFFICERS. "Party politics are unknown in the Glasgow town council. The council devotes itself exclusively to municipal organization and administration.

POPULATION, EDUCATION, ETC. "On April 5, 1891, when a number of adjoining towns were annexed, Glasgow had an average of 15,659, a rental of \$25,000,000 and a population of 770,471.

"Education in Glasgow, as over Scotland generally, is free within the elementary stages, but secondary or higher teachings has to be paid for at moderate rates.

There is more Catarrh in this section of the country than all other disease put together, and until the last few years was supposed to be incurable.

TO PASS A RATE LAW. Governor Leedy of Kansas May Call the Legislature in Extra Session.

The Associated Press has sent out a statement that Governor Leedy will convene the legislature of Kansas in extraordinary session in September or October for the purpose of considering and enacting a maximum freight bill.

ADJUTANT-GENERAL BARRY HAS ISSUED AN ORDER giving the Thurston Rifles of Omaha permission to absent themselves from the state for the purpose of participating in an interstate competitive drill at San Antonio, Tex., July 17 to 25, inclusive.

WATER SUPPLIED BY THE CITY. As to water supply the city chamberlain says: "Lock Katrina continues to supply the city in great abundance."

At Taberville, St. Clair county, Mo., a barn 60x100 feet has been built, 35,000 feet of timber and 70,000 shingles being used in putting it up.

CONGRESSMAN MAXWELL HAS INTRODUCED A BILL providing for a reporter for the supreme court of the United States fixing the salary at \$5,000 a year.

FORAGE CROPS FOR PIGS.

Results of Some Interesting Experiments by the Departments of Agriculture.

In many sections of the country, pigs are allowed to run and are fed on corn or grain in addition to the food they can gather.

An interesting report of experiments in fattening pigs on a succession of forage crops has recently been published by the Arkansas station.

Toward the end of July the pigs were put on sorghum which had been planted about the middle of April and was headed out and in bloom.

At the close of the test the pigs weighed 1,215 pounds, the average weight being 243 pounds.

When pigs are fattened on forage crops the manure remains scattered over the soil.

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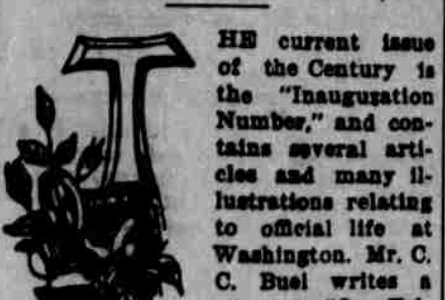
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IN THE WHITE HOUSE

THE OFFICIAL QUARTERS OF THE EXECUTIVE.

The "Hall of the Disappointed"—A Telephone Is Almost the Only Modern Improvement in the Building—Official Care.



White House," devoted to the official cares and duties of the President, in the course of which he says:

At ten o'clock a hardly discernible sign against the glass of the barrier announces to the citizen who has arrived under the grand portal that the executive mansion is "open" to visitors.

From the small hall between the vestibule and the East Room a stairway ascends toward the medial line of the building to a wide middle hall, on each side of which are the offices of the President.

President Arthur, indeed, used the library as his office and the cabinet chamber for an anteroom, while his private secretary was domiciled in the traditional office of the President.

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At 117 South Tenth Street is located the city ticket office of the North-Western line—the greatest railroad system touching Lincoln, with shortest mileage to Chicago and St. Paul, and making quickest time.

LANE & ADAM'S Attorneys at Law, Lincoln, Neb.

NOTICE OF PUBLICATION. To George Steck, Ferdinand Steck, and William Steck, defendants, will take notice that on the 28th day of June, 1897, J. W. Kerns, the plaintiff herein, filed his petition in the district court of Lancaster county, Nebraska, against the said defendants, the object and prayer of which are to foreclose a certain mortgage executed by the defendants to the plaintiff upon the following described premises situated in Lancaster county, in the state of Nebraska, to-wit: "A parcel of ground 40 by 100 feet, described as follows to-wit: Beginning at the southwest corner of lot 6 (containing 1/2 acre) in block 23 (twenty-three), and thence running east along the south line of said lot 6 (sixty) feet to the point of beginning, according to the records, to-wit: of the village of Hickman, being said described lot located in the village of Hickman, Nebraska." To secure the payment of a certain promissory note dated June 17, 1896, for the sum of \$200 due and payable in one year from date thereof, and the same is now due upon said note and mortgage the sum of \$200 with interest from this date the plaintiff prays for the decree that the defendants be required to pay the sum, or that the premises may be sold to satisfy the amount loaned due. You are required to answer said petition on or before the 15th day of August, 1897. J. W. KERNS, Plaintiff. By Lane & Adam, his Attorneys.

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Low Ray Summer Excursions.

Please note below list of Summer Excursions available via the North-Western line—the most extensive railroad system touching Lincoln. San Francisco—Account convention Y. P. S. C. E. Selling dates June 29 to July 4. Fare from Lincoln \$22.50. The quickest time is made by this route.

Milwaukee, Wis., and return, account National Educational association. Selling dates July 3, 4 and 5. Fare \$18.40 for round trip; 50 cents extra for extension of limit to August 31, 1897. No transfer by this, the only through line, Lincoln to Milwaukee.

Minneapolis, Minn., and return, account meeting Beneficent and Protective Order of Elks. Tickets sold July 3 and 4, final limit July 3. Fare \$13.15 for round trip.

Nashville, Tenn., and return. Tickets on sale to October 15. Return limit November 7, 1897. Fare \$36.90 for round trip.

For further information call on or address A. S. FIELDING, City Ticket Agent, 117 So. 10th St., Lincoln, Neb.

Christian Endeavorers to San Francisco.

The Denver and Rio Grande R. R., the "Scenic Line of the World," presents to the Christian Endeavorers the most varied and beautiful scenery and the best accommodations of any of the Trans-Continental Lines.

Endeavorers en route to attend the National Convention at San Francisco, in July, 1897, will find it to their advantage to use the Denver and Rio Grande R. R. in one or both directions.

This line, using the standard gauge line through Leadville, Canon of the Grand and Glenwood Springs, in one direction; and the narrow gauge line over the famous Marshall Pass and through the Black Canon of the Gunnison, in the other. Both routes take the passenger through the world famed Royal Gorge.

For further particulars and beautifully illustrated pamphlets call on or address S. K. HOOPER, G. P. & T. A., Denver, Colorado.

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