

THE CANDIDACY OF ARMSTRONG

The Lincoln Journal, whose chief controllers are among the largest holders of Traction company stock, are very much exercised lest an official of the Lincoln Gas Company be elected mayor of this city. The warning against electing an official of a franchised corporation to the mayoralty would have more weight coming from a newspaper whose directing power was not in the hands of large stockholders of a rival franchised corporation—but even emanating from that source the warning is entitled to at least some consideration.

Who is Alvin H. Armstrong, and what is his connection with the Lincoln Gas and Electric Light Company?

When we have investigated these queries to the full, and not until then, we will have reached the position where we may safely adopt a conclusion.

Alvin H. Armstrong is president and manager of one of the largest retail clothing and men's furnishings stores between Chicago and the Pacific coast. Before coming to Lincoln twelve or fifteen years ago he made a success of a similar business in Cedar Rapids, Ia., where he still retains large interests. The firm with which he is connected, and of which he is the moving spirit, does as large a clothing business as any similar house between the Mississippi river and the Pacific. This immense business is the direct result of hard work, close application, intelligent business direction and absolute good faith with the public served. In addition to this business Mr. Armstrong possesses large real estate interests in Lincoln. The business record of Alvin H. Armstrong is an open book—the record of a successful man.

Now as to his connection with the Lincoln Gas and Electric Light company. This corporation is a constituent part of the Mc-Millan syndicate which owns and operates similar plants in numerous cities. Mr. Armstrong is president of the local corporation, which is subject to and under the direction of the syndicate manager, Mr. Doherty. Mr. Armstrong's duties as president of the local corporation are perfunctory. He presides at board meetings and signs a few necessary papers.

MR. ARMSTRONG'S HOLDINGS OF GAS COMPANY STOCK AMOUNT TO LESS THAN THE AVERAGE SATURDAY RECEIPTS OF HIS CLOTHING STORE!

Now let us consider. We are asked by interested stockholders in a rival concern who happen to control a great newspaper, to believe that Alvin H. Armstrong, a successful and levelheaded business man, is likely to ruin the big clothing business he has built up with infinite labor in order to add a bit to the meagre holdings of gas company stock in his possession. On other words, we are asked to believe that Mr. Armstrong will alienate the good will of the Lincoln public, thus ruining his big clothing business, by betraying the interests of that public to the gas company on account of the less than \$3,000 worth of gas company stock he has. Or, again, we are asked to believe that Mr. Armstrong will risk ruining a business amounting to more than half a million a year for the purpose of increasing the value of about \$3,000 worth of gas company stock.

What is there in Mr. Armstrong's business career to indicate that he would be

guilty of business suicide? What is there about his record as a man of affairs to indicate that he would risk a splendid business by betraying the people in order to protect a pitiful little block of stock in a gas company?

And even if Mr. Armstrong were so foolish as to risk that business in that way, how could he advantage the gas company? The gas rate question is in the supreme court of United States to be there settled. No matter who is mayor when that decision comes down, he can have nothing to do with the result. What about the tests for British Thermal Unites? That is the business of another city official than the mayor. What about regulatory ordinances? They are subject to review under the referendum.

The voters of Lincoln should not be deceived. There is absolutely nothing in these warnings against electing Mr. Armstrong to the mayoralty because he is president of the gas company. The warning comes from men who own a fifth of a million dollars' worth of Traction company stock, and a great daily newspaper. That newspaper has never raised a single defense of the people in their troubles with the Traction company. It has shiftily dodged and evaded and shrewdly insinuated, and all for the benefit of its holdings in a franchised corporation, the while protesting in the name of the dear people against risking the awful danger of electing the nominal president of another franchise corporation to municipal office.

For weary months the Greeks besieged Troy, striving in vain to make a breach in the walls. But the Trojans held out, and the Greeks were baffled. Finally the Greeks builded an immense wooden horse and with pomp and show wheeled it to the very gates of the besieged city. Then the Grecian army marched away with trumpets blowing and pennons fluttering. The Trojans pondered over the horse, wondering what it meant. Finally one man suggested that it was a gift from the Greeks, signifying peace and evidencing admiration for a valiant defense. "Let us accept the gift," said one, "and thus cement a lasting friendship." But a wise man said: "Beware of the Greeks bearing gifts!" The advice of the wise man was unheeded and the Trojans marched out and pushed the great wooden horse into their city. No sooner was it inside than a body of armed Greeks sprang from it, threw open the city's gates and admitted the Greek warriors who had only marched a short distance away and softly returned while the Trojans were deeply interested in that wooden horse. And so Troy fell that day, a victim of Grecian guile and Trojan innocence.

Beware of the Greeks bearing gifts!"

The warnings against electing Mr. Armstrong, nominal head of the gas company, come from a newspaper notoriously interested in the rival street railway company. Both sell electric light. Mr. Armstrong, the man we are warned against, has gas holdings totalling less than 10 per cent of the street railway holdings of the newspaper issuing the solemn warnings.

Mr. Armstrong asks nothing more than to be judged by his record as a business man, as a citizen and as a well wisher of Lincoln. His supporters are more than willing to have his record for public spirit,

civic enterprise, liberality and progressiveness compared with that of any other man in Lincoln.

The man who has builded a splendid business success for himself, and upon legitimate lines, is the kind of a man Lincoln needs now to manage its municipal business.

Let us have more of business methods and less of attitudinizing and theories. Let us have practical men who have builded practical success, instead of theorists and essayists, to manage the municipal affairs of this splendid and growing city of fifty thousand people.

A Bigger, Broader, Busier Lincoln!"

Yes, and let us have big, broad, busy, brainy business men—successful business men—to transact our municipal business.

A Glimpse Rearward

A BRIEF GLIMPSE REARWARD

When Mr. Love assumed the office of mayor the Lincoln Traction Co. was paying a 5 per cent occupation tax. That tax has been reduced to 1 per cent on the gross receipts.

The newspaper organ of Mayor Love is interested in the Traction Company to the extent of a quarter of a million dollars.

There may, or may not, be some connection between these two facts.

When Mr. Love assumed the duties of mayor the six-for-a-quarter fare ordinance was in force, as it is now, and its validity beyond question.

Today the Traction Company seeks to have the state railway commission set that ordinance aside. The chairman of the board of commissioners is a former official of the Traction Company, and while mayor some years ago signed an ordinance which permitted a railway company to build a side track into the very heart of the city to accommodate the newspaper whose owners are also owners of a huge block of Traction Company stock. The statistician of that board was one of that newspaper's preferred candidates for exciseman.

There may, or may not, be some connection between these facts.

When Mr. Love assumed the office of mayor the paving of intersections was paid by the city at large. Since then the paving matter has been so handled that these intersections must be paid for by the taxpayers of that particular district. The taxpayers who have for years been paying for intersections miles away from their property, and are now compelled to pay for their intersections without help from those they helped in days gone by, are doubtless considering the matter these days.

Isn't It Awful, Mabel?

Curses! We are discovered!! Our preferred candidate has been exposed by the awful charge that he is guilty of the heinous crime of smoking an occasional cigarette.

We are indeed undone!

Well, there is some satisfaction, even in all this. At least our preferred candidate for mayor doesn't do crocheting or embroidery work, and if ever does his hair up in curl papers at night he has not been detected in the act.