

Car Fare Boost Threatened at Tram Hearing

City Officials Oppose Relief Measures; Company Says Increase Is Alternative.

Omaha faces an increased street car fare, it was indicated as the result of a conference Wednesday morning in the city council chamber between representatives of the street railway company, Mayor Dahlman, city commissioners and Thorne A. Browne and H. G. Taylor of the state railway commission.

R. A. Leussler, general manager of the traction company, asked the council to remove occupation tax and paving requirement, by passing an amendatory ordinance for the former and submitting the latter to a vote of the people as a charter amendment proposition.

No formal action was taken at the close of the conference by the city council, but the mayor and commissioners made it clear that they are not disposed to reduce the 1925 budget which already has been determined. The council will meet within 10 days to take formal action and prepare an answer to the request of the street railway company.

The alternative for the traction company, if Mayor Dahlman's recommendation prevails in declining to lift occupation tax and paving requirement for 1925, will be to apply to the state railway commission for an increase of street car fare.

Increase Only Alternative. Mr. Leussler indicated that if his company could be relieved of the occupation tax and paving requirements, no further effort to obtain additional revenue would be made unless there should be a further slump in gross revenue. Mr. Leussler stated that a straight 7-cent fare in Omaha would yield \$221,000 more in 1925, estimating operation and revenue on the experience of this and last year. He also stated that the deficit for this year will be nearly \$400,000, which is less than a return of 7 per cent on valuation of \$4,100,000, as authorized by the state railway commission. He estimated the deficit for next year at \$478,000, these figures referring to the Omaha property only.

Total revenue passengers of the Omaha lines during the first eight months of this year were \$1,111,145 less than in the corresponding period of last year.

Must Care for Bonds. "We will have \$10,000,000 in bonds maturing in 1928," Leussler said, "also \$2,000,000 of bridge bonds. We should have a safety margin of earnings so that we may refund these bonds when they are due. Many traction companies are now in hands of receivers. Our bonds are selling at 85, which means that we are paying 11 per cent for our money."

In a previous statement Mr. Leussler asserted that the situation is critical and that there must be relief. Thorne A. Browne of the state railway commission stated that the commission has nothing to consider officially in this situation until the company files an application for higher rates.

Presentation Is Fair. Manager Leussler indicated that the application will be filed if the city council acts adversely on the question of occupation taxes and paving charges.

Corporation Counsel W. C. Lambert told council that his investigations showed that the traction company was making reasonable presentation of its case. Questioned by Commissioner John Hopkins, Mr. Leussler stated that the gross revenues of the Douglas street bridge in 1923 were \$374,918, and the investment is carried on books as \$1,750,000.

Representatives of improvement clubs attended the conference.

BRYAN BROTHERS MEET AT LINCOLN

Lincoln, Oct. 15.—Governor Bryan, democratic candidate for vice president, met his brother, W. J. Bryan, at the station here this morning and accompanied him a part of the way by automobile to Seward, Neb., where the latter was scheduled to make a campaign speech. The Seward address will begin a 10-day tour by the former secretary of state in Nebraska, Colorado and Kansas.

Bloomfield Council Seeks Gravel for Street Surfacing

Bloomfield, Oct. 15.—Test holes put down by the Bloomfield city council on the Lamprecht farm, just north of the city, have shown that the gravel deposit there is not extensive enough to gravel all the streets of the city, as was at first thought. Conservative estimates place the amount of gravel there at a quantity sufficient to gravel about 10 blocks. The council now is sinking test holes on other locations in the hope of locating another deposit that will complete the graveling proposition.

Thousands Attend Funeral of Man Slain at Norfolk

Norfolk, Oct. 15.—More than 1,000 persons attended the funeral services held here for Clyde Cherrington who died from a wound inflicted by a bullet from a pistol in the hands of John Powers, former Norfolk policeman, who is in jail at Madison charged with murder. Railroad men were the pallbearers.

Corn Harvest in Gage County Averages 25 Bushels to Acre

Beatrice, Oct. 15.—Many farmers are engaged in husking their corn crop, which is averaging 25 bushels to the acre. Huskers are getting 5 and 6 cents a bushel, and some of them are drawing 7 cents and board.

Stock Brings Good Prices. Beatrice, Neb., Oct. 15.—Stock of all kinds brought good prices at the Eva Hubbard farm sale, near Liberty. Horses sold for \$29 to \$98 a head, cattle, \$22.50 to \$45 and hogs, \$20 to \$40.

Pageants, Indian Parade and Religious Ceremonies Mark Formal Opening of Yankton Bridge

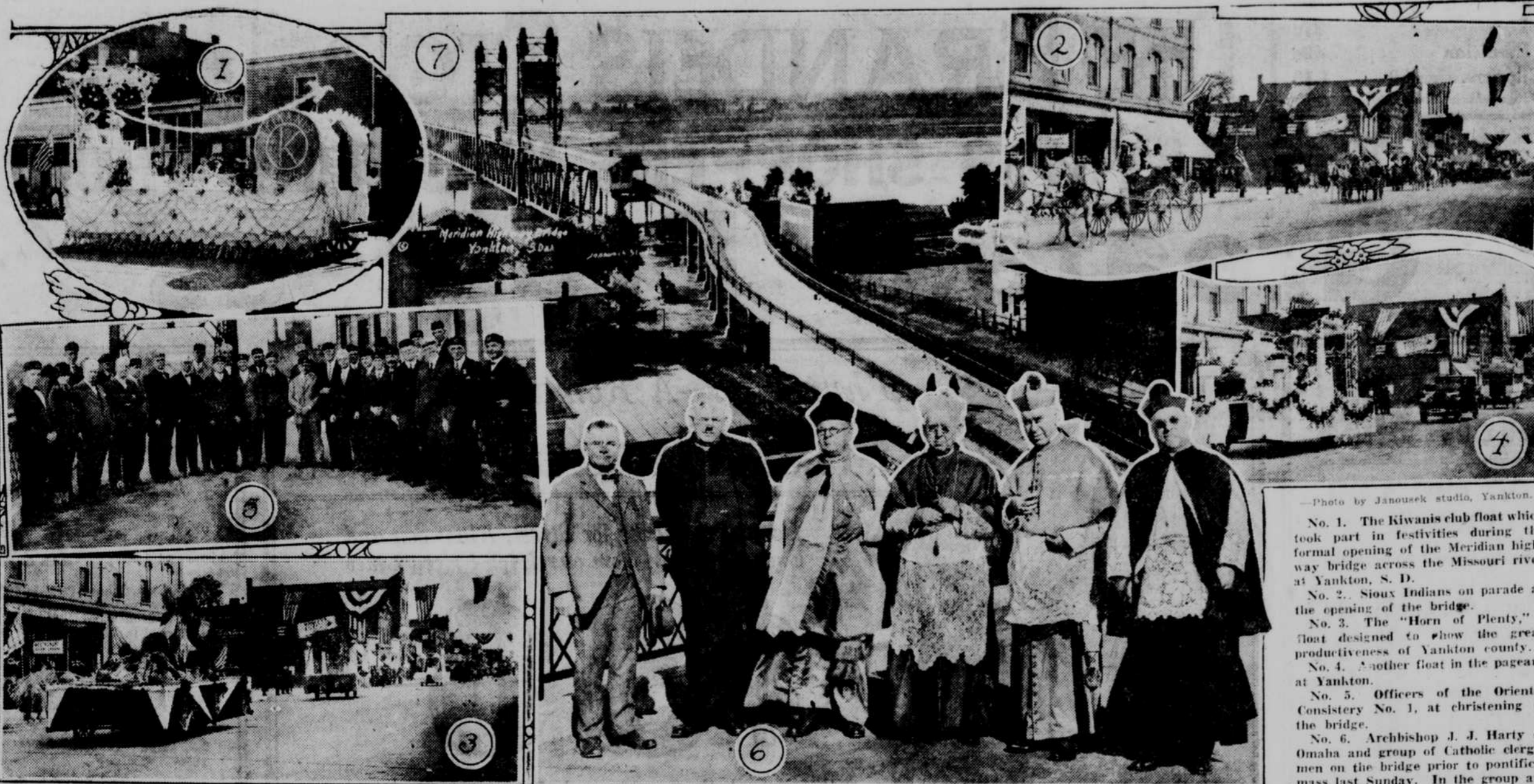


Photo by Janousek studio, Yankton.

No. 1. The Kiwanis club float which took part in festivities during the formal opening of the Meridian highway bridge across the Missouri river at Yankton, S. D.

No. 2. Sioux Indians on parade at the opening of the bridge.

No. 3. The "Horn of Plenty," a float designed to show the great productivity of Yankton county.

No. 4. Another float in the pageant at Yankton.

No. 5. Officers of the Oriental Consistory No. 1, at christening of the bridge.

No. 6. Archbishop J. J. Hartz of Omaha and group of Catholic clergymen on the bridge prior to pontifical mass last Sunday. In the group are D. B. Gurney of Yankton, president of the Meridian Highway Bridge company; Rev. Laurever Link of Yankton; Rt. Rev. E. A. Bousha of Taber, S. D.; Archbishop Hartz, Bishop B. G. Mahoney of Sioux Falls, and Rev. Ignatius Foerster of Yankton.

No. 7. A picture of the great bridge, which is the realization of Yankton's ambition of 30 years.

Burgess Bedtime Stories

By THORNTON W. BURGESS

Be quick, but not too quick, if you would in the end have naught to rue. —Hooty the Owl.

Hooty Strikes Quickly

Little Whitefoot the Wood Mouse knew that he had made a mistake, a dreadful mistake. He had made a mistake in thinking that Hooty the owl had gone away to another part of the Green Forest. He found it out when it was just too late to turn back to the safety of the little hole in the ground from which he had come. His heart had almost stopped beating with fright, as when it was just too late he saw Hooty the Owl come sailing out from his watch tower. He knew that Hooty had seen him leave that little hole in the ground. There was nothing for him to do but to trust to his legs and the chance of finding a hiding place before Hooty could catch him.

Little Whitefoot the Wood Mouse



A second later Hooty was around that tree.

leaves; how a knot hole in a tree or stump meant safety, how to dart behind a fern leaf or into a pile of brush. No matter where he was going, or what he was doing, even in times when he had no reason to suspect that danger was near, he never failed to look for every possible hiding place.

Now Whitefoot can run fast for a short distance. Those little, little, slim legs and white feet of his can take him over the ground very fast. They did now. He kept in the Black Shadows, for he knew that there Hooty the Owl could not see him as well as if he were out in the moonlight. As he ran his heart seemed to be almost up in his mouth from fright. But he wasn't too frightened. He dodged behind a tree. On the other side of it was a little heap of brown leaves. Quicker than you can wink your eyes Whitefoot was under those leaves. There he stopped and held his breath.

tree, his big eyes staring hungrily for Whitefoot. But Whitefoot was no longer in sight. Hooty checked his swift flight and turned quickly. Then he flew back and forth all about near that tree. He knew that Whitefoot was hiding somewhere close by. He was looking for that hiding place. He guessed that Whitefoot was under those leaves, but just where he had no means of knowing. He flew to the top of an old stump close at hand. Then he hooted with all his might. It was a startling sound. Hooty meant it to be. He made it as startling as he knew how. He knew that it would be almost sure to make Whitefoot start in fright and that in doing this would rustle a leaf under which he was hiding.

an instant. His great eyes saw something move. Like a flash he struck at it with his great feet armed with cruel, curved claws. He had no doubt that it was Whitefoot the Wood Mouse.

(Copyright, 1924.)
The next story, "Hooty Loses His Appetite."

Now Whitefoot expected Hooty to do just this thing. He was prepared for it. Never the less that sudden, terrible sound caused him to start to jump in spite of himself, and he did rustle the leaves under which he was hiding. But there was a loud-rustle of dry leaves at the same time just back of an old log. Hooty's wonderful ears heard this. His great, silent wings took him over there in

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