

# THE LIBRARY CONTEST

A number of business firms in Falls City, including The Tribune, have arranged for a voting contest to be entered into by Richardson county schools, churches, Sunday schools, societies, lodges, literary associations, or any other regularly organized bodies, the prizes to be an excellent library of 250 volumes, valued at \$650.00. The library will be absolutely free of cost to the winners, and it doesn't cost the voters anything to vote. When you make a purchase for cash, or pay a bill, the firm with which you are transacting business will give you a ticket, filled out with the number of votes to which you are entitled. You write in the name of the organization for which you desire to vote, sign the ticket, and deposit it in the ballot box, according to a plan outlined below.

### THE LIST OF BOOKS

- The following publications constitute the library:
  - 10 vols. consolidated Ency. Library, \$ morocco.
  - 10 volumes World's best orations, 4 mo.
  - 10 volumes World's best orations, 8 cloth.
  - 15 volumes Dickens works, cloth.
  - 8 volumes Irvins works, cloth.
  - 7 volumes Elliotts works, cloth.
  - 7 volumes Hugo's works, cloth.
  - 8 volumes Shakespeare's works, cloth.
  - 4 volumes Great Republic, 4 morocco.
  - 10 volumes Classic Fiction, 4 leather.
  - 12 volumes Classic Fiction, cloth.
  - 10 volumes Historic Novels, cloth.
  - 11 volumes Famous Novels, cloth.
  - 1 volume Japan Novels, cloth.
  - 7 volumes Prescott's Historic, cloth.
  - 25 volumes Home Library, cloth.
  - 107 volumes Copyright Fiction.
  - 250, Total Volumes.
- This beautiful library will be awarded at the close of the contest, to the institution receiving the largest number of votes.

The Tribune will, besides receiving the votes cut from the paper, issue one vote for every 10 cents paid on subscription at its office, either for arrears or for new subscription, or for jobs work or advertising.

The rules of the contest provide that each merchant shall carefully make a record of his votes on Tuesday night of each week, sending a duplicate of same over his signature to Tribune office before noon Wednesday, the merchant retaining his tickets with record, carefully filing them away to be delivered to committee on awards, appointed at the close of the contest.

### VOTING TICKETS

Voting tickets can be secured from the following merchants:

- Samuel Wahl**  
Dry Goods, Clothing, Boots and Shoes, Ladies' and Mens' Furnishings.
- H. M. Jenne**  
Shoes that satisfy—Let us fit you.
- Ferd M. Harlow**  
The Cash Grocerman.
- The City Pharmacy**  
Drugs, Toilet Articles, Sundries, Paint and Wall paper; also Stock Food at McMillan's.
- Heiser & Mosiman**  
The Falls City meat market. Dealers in Live Stock of all kinds.
- Reavis & Abbey**  
Furniture, Carpets, Mattings and Elastic Book Cases.
- Paul Hessler**  
Harness, Saddles and repairing.
- Opera House Bakery**  
Bread, Pies, Cakes and Candy, Lunches, etc.
- O. P. Heck**  
Flour, Feed, Baled Hay and Straw, Coal and Wood, Produce.
- Oswald's Studio**  
High grade Photography.

law. The desire is so great for a direct communication with United States that I believe agreement could be made in advance which would insure substantial cooperation on the part of River Plate countries.

O'Brien:—In my message at the opening of the last session of Congress I spoke on this matter as follows:

"Let me once again call the attention of the Congress to two subjects concerning which I have frequently before communication with them. One is the question of developing American shipping. I trust that a law embodying in substance the views, or a major part of the views, expressed in the report on this subject made before the House at its last session will be past. I am well aware that in former years objectionable measures have been proposed in reference to the encouragement of American shipping; but it seems to me that the proposed measure is as nearly unobjectionable as any can be. It will of course benefit primarily our seaboard States, such as Maine, Louisiana and Washington; but what benefits part of our people in the end benefits all: just as Government aid to irrigation and forestry in the West is really of benefit, not only to the Rocky Mountain States, but to all our country. If it prove impracticable to enact a law for the encouragement of shipping generally, then at least provision should be made for communication with South America, notably for fast mail lines to the chief South American ports. It is discreditable to us that our business people, for lack of direct communication in the shape of lines of steamers with South America, should in that great sister continent be at a disadvantage compared to the business people of Europe.

On January 23rd I followed this up with a special message running as follows:

To the Senate and House of Representatives:

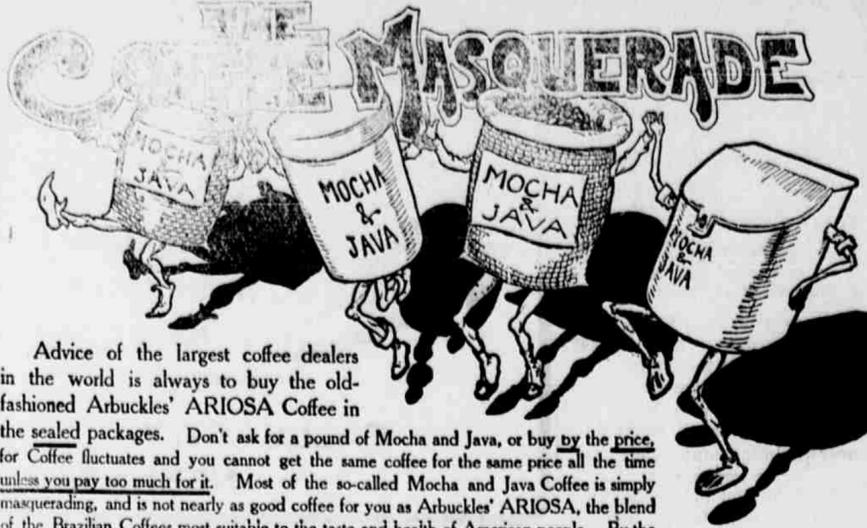
"I call your attention to the great desirability of enacting legislation to help American shipping and American trade by encouraging the building and running of lines of large and swift steamers of South America and the Orient.

The urgent need of our country's making an effort to do something like its share of its own carrying trade on the ocean has been called to our attention in striking fashion by the experiences of Secretary Root on his recent South American tour. The result of these experiences he has set forth in his address before the Trans-Mississippi Commercial Congress, at Kansas City, Mo., on November 20th last, an address so important that it deserves the careful study of all public men.

The facts set forth by Mr. Root are striking, and they cannot but arrest the attention of our people. The great continent to the south of us, which should be knit to us by the closest commercial ties, is hardly in direct commercial communication with us at all, its commercial relations being almost exclusive with Europe. Between all the principal South American ports and Europe lines of swift and commodious steamers, subsidized by their home governments, ply regularly. There is no such line of steamers between those ports and the United States.

In consequence, our shipping in South American ports is almost a negligible quantity; for instance, in the year ending June 30, 1905, there entered the port of Rio de Janeiro over 3,000 steamers and sailing vessels from Europe, but from the United States no steamers and only seven sailing vessels, two of which were in distress. One prime reason for this state of

Complies with all requirements of the National Pure Food Law, Guarantee No. 2041, filed at Washington.



Advice of the largest coffee dealers in the world is always to buy the old-fashioned Arbuckles' ARIOSA Coffee in the sealed packages. Don't ask for a pound of Mocha and Java, or buy by the price, for Coffee fluctuates and you cannot get the same coffee for the same price all the time unless you pay too much for it. Most of the so-called Mocha and Java Coffee is simply masquerading, and is not nearly as good coffee for you as Arbuckles' ARIOSA, the blend of the Brazilian Coffees most suitable to the taste and health of American people. By the looks there is no difference between roasted Java and Brazilian Coffees; many people drink Brazilian but pay for Java. The principal difference is that Arbuckles' costs you less. It is a mistake to believe that a high price guarantees quality. When you buy Arbuckles' ARIOSA Coffee, you get a full one pound package of the leading Coffee of the world. Its sales for 37 years are greater than the combined sales of all the other packaged coffees. By giving better Coffee for the money, we have built up a business exceeding the combined business of the four next largest coffee firms in the whole world. If your dealer will not supply the genuine, write to ARBUCKLE BROS., New York City.

**LIBRARY VOTING TICKET**

This coupon entitles the holder to ONE vote that can be cast for any institution competing for the beautiful library when properly filled out, signed and returned to this office.

Name of Institution.....

Name of Voter.....

**THE FALLS CITY TRIBUNE**

### President's Endorsement.

DEAR MR. POLLARD:—I feel that it is due not only to you but to the other western Congressmen, the Congressmen from the interior who voted for the ship subsidy bill, that I should express to you, not only for you but for all of them also, the reasons why I think you have rendered a great and patriotic service.

At the outset let me emphasize the fact that the present proposed ship subsidy bill has nothing whatever in common with certain previous measures of the same name. There were well founded objections to certain features of these previous measures; but in the present measure all these objectionable features have been eliminated. I should heartily favor the present measure in any event; but the experiences of Secretary Root on his trip to South America, and the course of events on the Pacific, seem to me to render it of the utmost consequence to pass the proposed bill. As a matter of fact, my only objection to it is that it does not go far enough. I personally, for instance, would like to see a line to South America from one of our Gulf ports.

I feel that you men from the West who stood by the cause of American shipping in supporting the ship subsidy bill deserve the same praise that should be accorded to those men of the seacoast regions who voted for, and by their votes succeeded in establishing, our present system of national irrigation in the States from Kansas, Nebraska and the Dakotas westward to California, Oregon and Washington. At that time the argument was made to me by many men representing the country east of the Mississippi that it was not fair to ask their support for a measure purely to benefit the States of the Great Plains and the Rockies. My answer

to them was that anything that benefited a part of this country ultimately benefited all of it, and that we were in honor bound to support any such measure even if our particular locality was not affected. The same argument applies now in reference to this shipping bill. It is deeply discreditable to us as a nation that our shipping should be driven from the high seas, and it has thus been driven partly because our steamship lines are quite unable to compete with foreign steamship lines, English, German, Japanese, French, which are heavily subsidized by their governments, and partly because the high standard of wages and of living which we exact for our seamen puts our shipmasters at a disadvantage when forced to compete even with unsubsidized ships of foreign powers. This difference in standards, and the subsidization of our foreign competitors, taken together, have created an obstacle to the development of our shipping which is insurmountable except by a subsidy, and this obstacle must be cleared away as we would clear away a bar from the mouth of a river.

I felt that the loss of the ship subsidy bill at the last session of Congress was a real blow to our country, and that it was particularly to be regretted because it has tended to dampen some of the enthusiasm for closer relations with this country which Secretary Root's visit aroused in South America. The following cable from our Minister to Uruguay shows how the failure to pass this bill is regretted in some of the most prosperous and progressive of the great commonwealths of South America:

Montevideo, March 12, 1907, Root; Washington.

Great disappointment felt in River Plate countries over failure of shipping bill to become a

things is the fact that those who now do business on the sea do business in a world not of national competition, but of subsidized competition. State aid to steamship lines is as much a part of the commercial system of today as state employment of consuls to promote business. Our commercial competitors in Europe pay in the aggregate some twenty-five millions a year to their steamship lines—Great Britain paying nearly seven million, Japan pays between three and four millions. By the proposed legislation the United States will still pay relatively less than any one of our competitors pays. Three years ago the Trans-Mississippi Congress formally set forth as axiomatic the statement that every ship is a missionary of trade, that steamship lines work for their own countries just as railroad lines work for their terminal points, and that it is as absurd for the United States to depend upon foreign ships to distribute its products as it would be for a department store to depend upon wagons of a competing house to deliver its goods. This statement is the literal truth.

Moreover, it must be remembered that American ships do not have to contend merely against the subsidization of their foreign competitors. The higher wages and the greater cost of maintenance of American officers and crews make it almost impossible for our people who do business on the ocean to compete on equal terms with foreign ships unless they are protected somewhat as their fellow countrymen who do business on land are protected. We cannot as a country afford to have the wages and the manner of life of our seamen cut down; and the only alternative, if we are to have seamen at all, is to offset the expense by giving some advantage to the ship itself.

The proposed law which has been introduced in Congress is in no sense experimental. It is based on the best and most successful precedents, as, for instance, on the recent Cunard contract with the British Government. As far as South America is concerned, its aim is to provide from the Atlantic and Pacific coasts better American lines to the great ports of South America than the present European lines. The South American Republics now see only our warships. Under this bill our trade friendship will be evident to them. The bill proposes to build large-sized steamers of 10-knot speed. There are nearly 200 such ships already in the world's foreign trade, and over three-fourths of them now draw subsidies—postal or admiralty or both. The bill will encourage our shipyards, which are almost as necessary to the national de-

fense as battleships, and the efficiency of which depends in a large measure upon their steady employment in large construction. The proposed bill is of importance to our Navy, because it gives a considerable fleet of auxiliary steamships, such as now almost wholly lacking, and also provides for an effective naval reserve.

The bill provides for fourteen steamships, subsidized to the extent of over a million and a half, from the Atlantic coast all the way to South American ports. It provides on the Pacific coast for 22 steamers subsidized to the extent of two million and a quarter, some of these to run to South America, most of them to Manila, Australia and Asia. Be it remembered that while the ships will be owned on the coasts, the cargoes will largely be supplied by the interior, and that the bill will benefit the Mississippi Valley as much as it benefits the seaboard.

I have laid stress upon the benefit to the expected from our trade with South America. The lines to the Orient are also of vital importance. The commercial possibilities of the Pacific are unlimited, and for national reasons it is imperative that we should have direct and adequate communication by American lines with Hawaii and the Philippines. The existence of our present steamship lines on the Pacific is seriously threatened by the foreign subsidized lines. Our communication with the markets of Asia and with our own possessions in the Philippines, no less than our communications with Australia should depend not upon foreign, but upon our own steamships. The Southwest and the Northwest should alike be served by these lines, and if this is done they will also give to the Mississippi Valley throughout its entire length the advantage of all transcontinental railways running to the Pacific coast. To fail to establish adequate lines on the Pacific is equivalent to proclaiming to the world that we have neither the ability nor the disposition to contend for our rightful share of the commerce of the Orient; not yet to protect our interests in the Philippines. It would surely be discreditable for us to surrender to our commercial rivals the commerce of the Orient, the great commerce we should have with South America, and even our own communications with Hawaii and the Philippines.

I earnestly hope for the enactment of some law like the one in question."

For the reason given above I feel that the whole country owes a debt of gratitude for the entirely disinterested support which you and those who felt like you have given to this measure, and it will be a misfortune to the nation if it does

not become a law. I append Secretary Root's address to the Trans-Mississippi Commercial Congress, in which he discusses the matter at length and gives what I deem unanswerable arguments in favor of the proposed law.

Sincerely yours,  
(Signed)  
THEODORE ROOSEVELT.  
HON. ERNEST M. POLLARD.

"Preventics" will promptly check a cold or the Grippe when taken early at the "sneeze stage" Preventics cure seated colds as well. Preventics are little candy cold cure tablets, and Dr. Shoop, Racine, Wis., will gladly mail you samples and a book on colds free, if you will write him. The samples prove their merit. Check early colds with preventics and stop Pneumonia in 5c and 25c boxes. Sold by all dealers.

For Catarrh, let me send you free just to prove merit, a trial size box of Dr. Shoop's catarrh remedy. It is a snow white, creamy, healing antiseptic balm that gives instant relief to Catarrh of the nose and throat. Make the free test and see. Address Dr. Shoop, Racine Wis. Large jars 50 cents sold by all dealers.

### One Dollar Cheaper.

During the one week of April 22 to 27, inclusive, the Lincoln Daily News will accept \$2 from mail subscribers for a whole year to May 1, 1908. The regular price is one dollar more than that. This cut price is good only during this Bargain Week, and all you have to do is to mail your \$2 to The Daily News, Lincoln, Neb., during that time, and you will receive the paper until May 1, 1908.

The News does not receive any free railroad tickets, and has cut off several traveling solicitors. Instead of paying out railroad fare, hotel bills and other expenses, these savings will be given to our subscribers direct by this big bargain offer. More things are being done this year for the people in Nebraska than ever before. The new deal seems to suit everybody who has not had some sort of a pull. The Lincoln News keeps in the midst of the fight and wants every man who believes in a square deal on its list.

At \$2 for a whole year there is not a family in the state that cannot afford a daily paper. The News has the reputation of printing the truth and printing plainly, no matter where it hits. Its the liveliest, snappiest newspaper proposition in Nebraska and if you become a subscriber at this cheap rate, you will stay with it for a long time to come. Remember the bargain week—April 22 to 27. The price will be \$3 after that week.

Spring Wind chaf, tan and cause freckles to appear. Pinusolve Carbolic acid applied at night will relieve that burning sensation. Nature's own remedy. Acts like a poultice and draws out inflammation. Sold by A. O. Warner, druggist.

**MOVE** THE BOWELS AND WORK OFF A COLD WITH THE ORIGINAL BEE'S LAXATIVE COUGH SYRUP. BEST FOR A COUGH