

BRIEF CITY NEWS

Burns' Celebration January 27. Stack-Falconer Co. Undertakers. Have Root Print It—New Beacon Press. Lighting Fixtures, Burgess-Granden Co. Bailey the Dentist, City Nat'l, D. 2566. You Can Start a Savings Account at the Nebraska Savings and Loan Ass'n with \$1.00 or more. 1066 Farnam street. The State Bank of Omaha pays 4 per cent on time deposits, 3 per cent on saving accounts. The only bank in Omaha whose depositors are protected by the depositors' guarantee fund of the state of Nebraska. 17th and Harney streets. Gets Additional Funds—Jacob H. Shugart, watchman at the federal building, who has been off duty for some months on account of ill health, has just been granted an additional five months' leave of absence without pay, as his health has not yet recovered sufficiently for him to take up his work. Omahans Killed in Canada—W. H. Bridges, chief engineer at the federal building, received a telegram from his mother in Kansas stating that his half-brother, Clyde Donaldson, had been killed in Canada. The brother was a young man just past 31 years of age and was a locomotive engineer. Beeks Heirs of Floyd Reynolds—Heirs of one Floyd Reynolds, who died in Omaha five or six years ago are being sought by W. D. Tuttle, attorney of Corland, N. Y. Reynolds' father, Benjamin F. Reynolds of Rochester, N. Y., died a little more than a year ago, leaving a small estate, a part of which will go to Floyd Reynolds' heirs if he left any. Anyone knowing aught of the Floyd Reynolds family is asked to communicate with Mr. Tuttle.

REFUSES TO CERTIFY MILK

Dr. Langfeld Says Big Dairies Do Not Come Up to Standard.

ARWOOD DAIRY MILK SOUR

Owner Says that Insufficient Cooling in His Absence Spoils the Output of the Dairy for Two Days.

City bacteriologist Langfeld has refused to certify milk sold by the Arwood and Friesland dairies, declaring it is a farce and imposition to stamp milk sold by these firms as purer than other milk when it is not up to the standard set by the milk commission. Insufficient cooling is held the chief cause of the prevalence of bacteria in the milk furnished by these dairies to the Alamito dairy and distributed by that firm to consumers. Dr. Langfeld has warned the public that some of the milk sold by the certified dairies is no purer than that sold by the uncertified concerns. Tests of milk this month, under the direction of the dairy inspector, have shown that two dairymen selling the city milk with a score of more than 10,000 bacteria per cubic centimeter, the maximum number under city ordinance. Certified dairies must make the following scores: 95 per cent on cleanliness of dairy; 4 per cent butter fat; not more than 20,000 bacteria per cubic centimeter. Frequent failures to make these scores have, in the opinion of the city bacteriologist, disqualified two certified dairies from selling milk as approved by the Omaha milk commission. This milk commission is composed of local chemists, bacteriologists and physicians.

Numerous complaints were made Saturday, Sunday and Monday against the Arwood dairy's milk, which led Dr. Langfeld to investigate. The milk as delivered was sour. Ryder Wood, owner of the dairy, and the Alamito management appeared before the commission and asked for twenty-four hours' time to correct the fault. The explanation was made that Mr. Wood was at Lincoln attending the state convention and that in his absence Saturday, when the mercury stood so high, the men at the dairy did not properly cool the milk and it soured. Mr. Wood says that his entire time is now taken up in the production of the milk while the Alamito company, distributes it to customers in Omaha. The complaint was not solid, but simply the distribution of milk arranged for.

Manager Schwager of the Alamito company says there is no substitution of milk as that would be suicidal on his part, but that in some cases Alamito milk was left at homes this morning because the Arwood milk was sour. It was not labeled wrong.

A Serious Breakdown results from chronic constipation. Dr. King's New Life Pills relieve headache, stomach, liver and bowel trouble. 25c. For sale by Beaton Drug Co.—Advertisement.

Takes Five-Dollar Bill from Friend, but Returns Half

James Gardner met his friend, John Shanley Sunday night near the corner of Tenth street and Capitol avenue, and asked him for the price of a bed. The latter refused, with the result that the lust of physical ascendancy boiled over in the blood of Gardner and he bounced upon Shanley and bore him to the ground. Shanley called for help and police chauffeur, Harry Buford, standing a block and a half away, answered it. By that time the aggressor was on his way, but was overtaken by Buford and both were finally hauled to the station. An argument there ensued as to who owned the \$5 bill that Gardner took from Shanley, but after a little while they came to an agreement that each owned half of it. With the juxtaposition of Solomon Gardner then tore the bill squarely in two and now each owns his part. Pleased with this fine discrimination the police discharged Gardner.

SUBSTITUTE CLERKS FOR NEBRASKA NAMED

Nine substitute clerks have been appointed from Nebraska to the railway mail service in the Fourteenth division. They are as follows: Christopher W. McMaster, Lincoln; Kenneth H. Jones, Lawrence; L. D. Pierce, Ord; Albert W. Westberg, Lincoln; Frank L. Klayton, DuBois; Gerald H. Oates, Hastings; Gustaf A. Nelson, Shickler; Eben O'Brien, Rushville; Dick E. Coover, Broken Bow. Frederick A. Anderson, stenographer in the United States Indian school at Rapid City, S. D., has been transferred to a like position in the office of the superintendent of railway mail service at Omaha.

JUST WHAT'S WHAT

In Rag Quality and Beauty for Spring, 1913, Shows in a Wonderful Offering of Rag Bargains at Hayden's Beginning Saturday.

Saturday, February 1, we will inaugurate a rag bargain giving event surpassing in breadth of assortments and values offered any ever known in Omaha. In August of last year we began preparations for this sale, selecting the best, rejecting the undesirable, and with our buyer back from the east and all the purchases on the floor we are ready for a sale that will be long remembered as the best ever. Over \$100,000 worth of choice 1913 rugs will be included in this sale, all perfect goods, no mismatched or obsolete patterns in the entire stock. More rug temptations here than you could ever imagine. We do not believe there is a rug demand you can make that can't be met at lower prices than you ever knew for perfect new goods. Watch sixteenth street windows. Comparison of values will insure purchase here. HAYDEN BROS.—Advertisement.

SOCIALISTS FOR CHEAP FARE

Ask Commissioners to Force Seven Car Rides for a Quarter.

WATTLES ANSWERS ARGUMENT

Dr. L. B. Morsman and Harry B. Zimmerman Appear for Socialists, as Does Also a Woman from Denver.

Socialists, led by Dr. L. B. Morsman and Harry B. Zimmerman, the latter an attorney, marshalled their argumentative strength in the city council chamber yesterday to fight for an ordinance requiring the sale of seven street car tickets for 25 cents. They were met by President G. W. Wattles of the street railway company, who declared that such an ordinance would mean virtual cancellation. After hearing the two sides of the case for an hour, the city commission postponed action until next Monday.

President Wattles presented an array of "facts and figures" showing the relative cost of operating street cars in this city and other cities of similar size. He said it cost 4.46 cents per passenger to operate cars in Omaha last year and that any reduction in price would mean a corresponding reduction in expenses of the company, meaning a decrease in the wages of employees, abandonment of proposed extensions and less efficiency in service.

Mr. Wattles attacked the socialist's proposition to force physical valuation of the company, saying it was neither needed nor demanded and would serve no good purpose if secured. He declared that investments in private enterprises had realized from 100 to 1,000 per cent during the same time the street car company's investment had paid only a nominal return. Most of the stock of the company is in the hands of Omahans, he said.

Dr. Morsman produced figures from other cities of 25,000 and up, showing an almost broken list of cities where street car fares are sold six for 25 cents or even cheaper. Physical valuation, he said, would ultimately be forced by the people working classes, speaking through the socialist, demand cheaper fares and physical valuation, he asserted.

Fifty-eight per cent of the cities of the United States of a population of 25,000 or more have owl cars, declared the socialist, and practically all cities above 125,000 have owl car service. Physical valuation, he maintained, would show that the company here could carry passengers at a profit for 1 cent each.

Mrs. Mary L. Geffes of Denver, socialist, appeared in favor of the seven-fare ordinance, saying it would mean that working girls would be able to live in the suburbs, when now they are forced into the tenements. She said public ownership would come and would be a boon to the poor people.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

MAN WITH TWENTY-SEVEN INSURANCE POLICIES IN BAD

Life insurance policies with no cash surrender value make up far the greater part of the assets of P. H. Hansen, who has filed in federal court a voluntary petition in bankruptcy. Hansen is a merchant. He carries twenty-seven insurance policies, mostly life insurance, and carries these in twenty separate companies. Six life insurance policies are among those listed. The rest are life and accident policies. By listing as assets the great quantity of insurance policies, the sum total of the assets appears to be vastly greater than the liabilities. Most of the policies, however, have no surrender value. The liabilities are listed as \$15,265, while the assets total \$85,833.54. Of this amount \$66,145 is the aggregate of the insurance carried. Real estate is listed at \$6,700. A homestead is claimed to be exempt.

Argument by G. W. Wattles Before City Commissioners on the Question of Seven Tickets for Twenty-Five Cents

Fortunately we do not have to resort to speculation or guess work as to the effect the proposed ordinance to reduce the fares of the street railway company would have on the income of that company. Facts and figures are available to all who can intelligently analyze them, so that we may know precisely without guesswork what would happen if this reduction of fares should be forced upon the company at this time.

It is proposed by this ordinance to reduce the fares of this company from 5 cents to seven fares for 25 cents or 3.57 cents each. The first reason why this ordinance should not pass lies in the fact that the actual cost of carrying each passenger during the year ending June 30, 1912, was 4.46 cents per passenger. In other years this cost has been as high as 4.86 cents per passenger. In order that the figures I use may be available to anyone who cares to investigate them I have taken the year covered by the last public report to the state railroads commission as the basis of my calculations, and for that year the operating expenses, taxes, rents, damages, repairs, depreciation and interest on bonds, to say nothing of any dividends either on common or preferred stock was the exact amount I have stated of 4.46 cents for each passenger carried during that year. If the proposed schedule had been in force during that year the street railway company would have lost 30 of a cent for each passenger carried, or the total sum of \$45,146.87. In other words, it would have lacked this amount of having earned enough to pay its fixed charges, to say nothing of any dividends whatever on its stock.

I am aware of the fact that in some cities in this country and in Canada lower street car fares have been established. I assert as a fact, however, that in most of the cities of this country and in nearly all large cities the 5-cent fare is maintained. Among these cities might be named the following: New York, Boston, Philadelphia, Cincinnati, Pittsburgh, Buffalo, Chicago, Minneapolis, St. Paul, St. Louis, New Orleans, Kansas City, Denver, San Francisco and Los Angeles.

We have here in Omaha an entirely different situation than is found in eastern cities. Our problem is to gather up our patrons from the suburbs and outskirts of the city, covering an area as large as is covered by New York City, and bring them down to the business center in the morning, then take a part of them home to lunch and all of them home in the evening between the hours of 5 and 6 o'clock. To do this we must build, maintain and operate many more miles of track than other cities of our population. Then, too, the wages of our men, the high cost of power, the steep grades on our streets and our high taxes all tend to make the cost of operation greater here than in other cities where the population is more congested, wages are lower, power is cheaper and taxes less.

Illustrating these facts I have selected the three principal cities where lower fares have been established for comparison with the cities served by our street railway system, and have made the following comparison: Operating expenses, maintenance, depreciation, taxes and bond interest per revenue passenger: Omaha.....4.46 cents Cleveland.....2.20 cents

Table with 2 columns: City Name and Fare/Cost. Rows include Milwaukee, Montreal, Topography of city, Omaha, Cleveland, Milwaukee, Montreal, Omaha & Council, Bluffs St. Ry., Cleveland, Milwaukee, Montreal.

to ride one block in the center of the city. We believe this to be the intention of the ordinance. It gives them the opportunity to go out into the suburbs and acquire homes of their own instead of becoming tenants in large apartment houses, as prevails in many other cities. A reduction of fares within the city limits of Omaha would be discrimination against all these people who live in the suburbs or beyond the city limits. It would tend to destroy the value of outside real estate.

It has been said that one of the purposes of this ordinance is to force a physical valuation of the property of the street railway. We have opposed physical valuation for the reason that it would entail the needless expense of a large sum of money and could not accomplish any good purpose at this time. Suppose, for argument's sake, that a physical valuation would disclose that the value of the common stock of the street railway company represented "going value," "unearned increment," or "water," as you may choose to call it. In other words, that after forty-five years of operation of this company its owners should find themselves possessed of one-fourth or one-third of its stock which represented the profit on their business operations. Would there be anything criminal or strange or unjust if a condition of that kind should be disclosed? No reasonable man would say that in a hazardous business like that of conducting a street railway, where any day the company is liable to have an accident that will cost \$100,000 or more, that in a hazardous business of this character a return of 10 per cent to the stockholders would be unreasonable or unfair. What difference does it make to this community whether the street railway company pays 10 per cent on \$4,500,000 or 5 per cent on \$9,000,000 of stock? I am aware that there are those who say that a public service corporation should not be permitted to earn more than the lowest possible rate of interest on the physical value of its property. I do not agree with any who may entertain such unfair ideas. Even the suggestion of this doctrine in Nebraska has effectively stopped all investments in public service enterprises here.

The Omaha street railway company was started forty-five years ago. The heirs of some of the original founders are still stockholders in the company. A large majority of its stock is owned by our own citizens. It was as necessary for the growth of this city to have a street railway constructed, as it was to have large buildings built or banks established or other business enterprises conducted. Let us for a moment compare what has happened in other lines of business with the results that have come to the street railway owners. In 1867, at about the time the street railway was started, lot 5 in block 117, being the corner occupied by the Omaha National bank building, was sold by Milan Hunt to Joseph H. Millard for \$2,000. This lot today, if unincumbered by any building, would readily be worth \$200,000. In 1866 lot 1, block 146, now occupied by the Board of Trade building, at Sixteenth and Farnam, was sold by Aaron Cahn to the city of Omaha for \$1,500. This lot today, if unincumbered by any improvements, would readily be worth \$250,000. I might point out to you a large number of other actual transac-

tions in real estate in this city which show that, during the last forty-five years, those citizens who invested in real estate have had an increase to the extent of 100 to one or more. The same has been true of private corporations, such as banks, mercantile houses and manufacturing without number.

The motto of our state is "Equality before the law." If this means anything it means that money invested in one kind of property shall have the same rights and privileges as money invested in another line. Is it fair or just to say that those men who have built up the splendid transportation system in the city of Omaha shall not be permitted to make more than 5 per cent on their investment, while those owning property through territory where an immediate increase of value of 100 per cent to 1,000 per cent is being realized?

So I maintain that at this time, when we are asking for no additional franchise rights, it is not important to know whether or not the physical property of this company is worth the entire amount of its outstanding securities. We can spend the \$25,000 to \$50,000 necessary to ascertain the physical value to better advantage by increasing the number of cars or extending our lines into some new territory. The attention of this question at this time would only serve to injure the credit of the company and would accomplish no good purpose.

I am aware of the existence in our community of a society whose members do not believe in private property rights. They would destroy the street railway property today and tomorrow that of the banker, merchant or home owner, if they could lay their hands on it. There are others who continually attack public corporations for political purposes, but happily our people are farinformed and take but little notice of either class I have named. Just now, when the future of our city looks so bright, when new enterprises, new men and new capital are coming here, it would be a long step backward to undertake attack one of our established properties in which hundreds of our citizens are financially interested. Other states and cities are calling a halt on such attacks, having found that they retard their growth and prosperity. Is Omaha to sound a note of warning to capital and enterprise by an act of confiscation such as is contemplated by this ordinance? Have we not gone about far enough in controlling and restricting public corporations? Already we have scared away millions of capital we might have secured for interurban roads, which would have brought business equally to urban communities and business centers. Today capital is hesitating to enter our state for the development of water power, which would bring us cheap power and encourage manufacturing. The idea that the business men and farmers and home owners of our state will vote to amend our constitution so that \$50,000,000 may be raised by bonding the state to develop these powers, then turn them over to the management of politicians, is only a reformer's dream. If water powers are developed in Nebraska during our generation, it will be done by private capital. If we want private capital to develop our resources, we should at least encourage it to the extent of treating fairly such capital already investor. G. W. WATTLES, President Omaha and Council Bluffs Street Railway Company.

Omaha, January 27, 1913.

ORKIN BROTHERS. A Sale Without an Equal in America From Any View Point. WEDNESDAY. We will offer you unrestricted choice of our entire stock of Women's and Misses' COATS, EVENING WRAPS, GOWNS, DRESSES, ETC. Whether the price was \$50, \$65, \$75, \$85, \$100 or even \$150 at the one price \$19.50. Evening Wraps, Exquisite Costumes, Street Coats, Afternoon Wraps, Evening Gowns, Automobile Coats, Dinner Gowns, Street Dresses. Besides the imported models in evening wraps and costumes there are copies of designs by the world's most famous designers.

WARRANT OUT FOR DOCTOR

Dr. Connell Asks Arrest of Dr. Van Fleet for Failure to Report.

HAD SOME SMALLPOX CASES

All Physicians Are Warned that They Must Report Each Case of Contagious Disease or Be Prosecuted.

Warrant for the arrest of Dr. E. A. Van Fleet was sworn out by Health Commissioner R. W. Connell yesterday charging violation of a city ordinance in failing to report smallpox in the home of U. W. Day, 1314 Spruce street. Van Fleet is a prominent local physician. The Day family consists of Mr. and Mrs. Day and four children, all of whom are now suffering from smallpox, but not seriously. Dr. Connell says Van Fleet believed the disease was chicken pox at first, but the health commissioner points out that all contagious diseases must be reported to his office at once by the attending physician.

Warns Local Physicians

Connell has written all local physicians a letter declaring he will continue to swear out warrants and prosecute all physicians who violate the city ordinance requiring that contagious diseases be reported to the health department at once. The health commissioner says during the year 1912 physicians were so negligent in this matter that in cases of several contagious diseases a greater number actually died than were reported as having the disease. This fact has led him to pursue the course taken with Dr. Van Fleet.

Particular attention of the physicians is being called to the prevalence of tuber-

Holdrege Finds State of Nebraska Looking Splendid

General Manager Holdrege has returned from an extended trip over the Nebraska lines and everywhere he found the farmers and business men in the best of spirits over prospects for next season.

Barney Quinn Dead at East St. Louis

News of the death of Barney F. Quinn has reached here from East St. Louis, where he died Sunday morning of typhoid pneumonia. Until a few weeks ago he was in charge of the salt meat department of the Cudahy plant in South Omaha and since his departure from there has been located in both Kansas City and East St. Louis. He had been ill for five weeks and his outlook was very good until the other day when a sudden change for the worse set in. One sister survives him, Mrs. Craban of Brockton, Mass., where the body will be sent for burial. He was a member of the Elks' lodge in Omaha.

OLLIE COOPER, INGENUE, MARRIES STAGE MANAGER

Edwin H. Curtis, stage manager at Boyd's theater, and Miss Ollie Cooper, ingenue for Vaughn-Glaser Stock company, were married yesterday at the county building by Justice of the Peace Ray Crossman. Arthur LaRue of the Vaughn-Glaser company was best man and Miss Maude Broch maid of honor. Mr. and Mrs. Curtis left for Pittsburgh, where for two weeks they will be the guests of relatives of the groom. Then they will go to Washington, D. C., where they will organize a stock company of their own. Curtis is 37 years old, his bride, whose home was in San Francisco, is 20.

PAXTON FIRE NOT CAUSED BY DEFECTIVE WIRING

Employees of the city electrician's office announce, after investigation, that the fire at the Paxton hotel Sunday morning was not due to defective wiring. The cause could not be ascribed by them, but they feel certain it was not from electric wires, as the current was turned off and the wires leading to the place where the fire originated were dead.

This Coffee Goes Further. We use only the choicest ripe coffee beans. We roast and blend them perfectly and send them to you, uncut, with their original flavor and strength. Cut or ground coffee cannot be at its best or go so far, as it loses its goodness soon after being cut. In addition, you do not have to pay for expensive tins in buying TONE'S Old Golden Coffee. It is packed in strong, air-tight, damp-proof, but inexpensive packages. This is only one of the reasons why we give better quality than you get in tins. Tone's Old Golden Coffee is used in thousands of homes throughout the Middle West and is the most economical and satisfactory for you and your family. Always fresh—always uniform in taste. At all good grocers' TONE BROS., Des Moines, Iowa. Millers of the famous Tone Bros. Spice.