

## COUNTY FAIR HAS NICE ROW

Joker is Slipped Into the New Law, Cutting Revenues.

## MINORITY MEMBERS PROTEST

Allege that There is a Close Corporation Within Board and that Outsideers Have No Chance at Premiums Offered.

There is grief in the official family of the Douglas County Agricultural society and largely over the question of money. It is not the presence of money of the thirteen members of the family, but money of the taxpayers of the county.

Each year and for years the Douglas County Agricultural society has held what the majority of the thirteen have termed a county fair. Since the Knights of Ak-Sar-Ben came upon the stage this so-called fair has been held in conjunction with the Ak-Sar-Ben festivities and under the old law on the basis of 3 cents on each vote cast for congressman they have annually drawn from the treasury of Douglas county some \$4,000 to be used in paying expenses and premiums.

The majority of the thirteen, who by holding the annual elections at Elkhorn, have indefinitely perpetuated themselves in office, last winter became dissatisfied with the sum of money received and while the legislature was in session went down to Lincoln and secured the passage of a bill increasing the amount that they would have at their command. The bill that they got through the legislature provides for increasing the per capita amount from 3 to 5 cents "on each inhabitant of said county upon a basis of the last vote for the member of congress in said county, allowing five inhabitants to each vote."

To Ask More Money. With this new provision of law, the majority of thirteen, who have always constituted a close corporation, are now preparing to go before the county commissioners and demand \$4,413, contending that the vote on congressman justifies them in asking this sum and the commissioners in allowing it.

The county commissioners have not expressed themselves upon the question, as it has not come before them officially, but Deputy County Treasurer Bolomon, who has had to do with county fairs for years, declares that a warrant for this sum will never be paid except at the end of a lawsuit. As he reads the new law, it provided that the 5 cents should apply with reference to the vote cast for the winning congressman and not to the votes cast for all candidates. Taking his view of the situation, the appropriation would be \$2,772.25.

Minority Not Pleased. Not only is the money question annoying the combination, but there is more trouble. Of the thirteen members of the board, there are five or six who have been left out of the combine and have not been able to get in on the premium winnings, consequently they are in open revolt. They say that in the past, majority members of the board and their friends have won all the prizes; that judges favorable to them have always been appointed and that when the awards came to be made, these favored ones walked off with the money and that an outsider has stood no show. The favored ones have gone into the various classes and regardless of who won the first, second and third prizes, later on there has been a division of the awards.

Live Stock Men, Too. Owners of live stock, too, are going to get into the county fair fight. Their contention is that since the society began showing in conjunction with the Ak-Sar-Ben people there has been no provision made for exhibiting cattle, horses, sheep and hogs and that instead of giving owners of animals a chance, all of the money has been spent in helping out the parties who brought in grain and vegetables and flowers.

The proximity of saloons to the exhibit that has been called a county fair is going to be another source of annoyance to the majority members of the board. The state law provides specifically that no county agricultural society shall hold its annual exhibition within one-fourth of a mile of a saloon, or where liquor is

## Motorcyclist Has Teeth Knocked Out When He Hits Auto

O. P. Peterson, salesman for the Manhattan Oil company collided with a truck belonging to the John Deere Plow company at Sixteenth and Davenport streets about 10 o'clock yesterday morning and was thrown from his motorcycle sustaining severe cuts on his head, shoulders and arms. He was badly bruised, beside breaking off two front teeth when he hit the pavement on his face.

Peterson was traveling at a fair rate of speed north on Sixteenth while the truck was coming south on the same thoroughfare. As the two approached Davenport, the driver of the commercial vehicle made a short cut across the tracks to turn east on Davenport, with the result that before Peterson could apply the breaks, he collided headlong in the very center of the big car.

He was thrown some twenty feet to the curb where he was picked up and carried into a clothing establishment and the police emergency auto summoned. Drs. Polts and Frochtman, police surgeons, dressed his injuries, after which he was removed to his home. A half hour after the accident Robert Harris, driver of the truck was arrested and charged with reckless driving.

Lord Avebury, British Financier is Dead

LONDON, May 28.—Lord Avebury died today of heart disease, after a short illness at the age of 79 years. Lord Avebury, formerly Sir John Lubbock, was prominent as a banker, famous as a scientist and popular as an author of nature studies. He was president of the Corporation of Foreign Bondholders, lord rector of Andrews' university, president of the Society of Antiquaries, president of the Central Association of Bankers and officer of nearly a score of other organizations having to do with finance, education and natural science.

As Sir John Lubbock he won great popularity among the working people in 1871, when he succeeded in passing the bank holidays act. This added four national holidays every year to the statute book and these days were for a long time known as "Lubbock days."

Sailors' Heirs Win Long Legal Fight

CHICAGO, May 28.—The 300 heirs of the twenty-seven sailors who lost their lives in the sinking of the steamer Toga in the Chicago river in 1888 have won their damage suit against the steamship company, after twenty-five years of litigation. Counsel for the many plaintiffs learned today that the United States supreme court had refused to interfere with the decision of the circuit court of appeals.

Eight of the original plaintiffs are dead, as also are original counsel for both sailors and the company. The Toga sank following the explosion of a large shipment of benzine and twenty-seven bodies of members of the crew were identified. The hull, valued at \$10,000, was impounded, and after deducting court costs this, approximately, is the amount that will be distributed.

## EARLY TALK ABOUT POLITICS

Several Republicans of State Urged to Run by Their Friends.

## M'KELVIE WOULD MOVE UP

Principal Gossip Now is as to the Man to Go After the Job that is Now Held by Governor Morehead, a Democrat.

Here and there among prominent Omaha republicans facts about congressional and gubernatorial candidates for the 1914 election are beginning to leak out. It develops that several candidates are already grooming themselves for governor of Nebraska when Governor Morehead's term shall expire. As Morehead announced during the campaign that he was a one-term man, the republicans do not yet know who will be their democratic opponent, but they are buckling up their belts to get into the primaries.

S. R. McKelvie of Lincoln, present lieutenant governor, is said to have his eye on the governorship. McKelvie has been active in politics in Lincoln and in the state for some time and served as a member of the house in 1911.

Senator J. H. Kemp of Fullerton, who was a member of the senate during the last session of the legislature, is said to be debating as to whether to run for governor or whether to try for a seat in congress. He would like either honor, but he looks with greater favor upon the salary of a congressman than upon that of a governor of Nebraska. On the other hand Senator Kemp realizes that Congressman Dan Stephens of Fremont has the congressional seat pretty well warmed from the Third district and that it might be something of a task to pry him loose. James Nichols of Madison, who was a member of the house in the last session of the legislature, is being trumped up by some of his friends for the republican primaries for governor and he is said to be not averse to the suggestion.

Ned Brown of Lancaster county, who has served in the state senate and who was a member of the house in 1907, is another man who is coming into the spotlight for governor.

Dan Killen of Beatrice may appear on the primary ticket as aspirant for the gubernatorial candidacy, according to his friends. Killen is well known in Nebraska, having been leader of the majority in the house in 1907.

William V. Hoagland of North Platte, who served in the state senate during the last session, is said to be preparing to run against Moses P. Kinkaid for nomination for congressman from the big Sixth district.

WILSON REMITS FINE OF A MOONSHINER

WASHINGTON, May 28.—The plight of three little motherless girls working in a southern cotton mill and needing the help of their father, Marion Cook, serving a two-year penitentiary term for illicit distilling in North Carolina, caused President Wilson today to remit the \$100 fine which was a part of Cook's sentence and which he was unable to pay. Cook was convicted at Asheville, N. C., and as a result of the president's action will be released June 16.

MORSE ELECTED PRESIDENT OF A STEAMSHIP LINE

NEW YORK, May 28.—Charles W. Morse was elected today president of the Hudson Navigation company, owners of a line of steamers operating on the Hudson river. Morse was head of the company in 1909, but was deposed a year later. John W. McKinnon, who succeeded him, sold his interest in the line to a syndicate of bankers, who placed it in Morse's hands, thus giving him control.

Most Wonderful Healing. After suffering many years with a sore, Amos King, Port Byron, N. Y., was cured by Bucklen's Arnica Salve. For sale by Beaton Drug Co.—Advertisement.

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WM. L. HOLZMAN, Treas.

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## Norfolk Suits

EVERY live wire young man is enthusiastic about these smart new ideas. Inverted pleat, Box pleat, semi Norfolk backs—attached belt and loose belt, Norfolk—Advance mid-summer models just opened. A saving of \$5.00, \$7.50, \$10.00 on Norfolk Suits here at—

\$10, \$15, \$20

## Straw Hats, Shirts, Neckwear, Underwear, Hosiery

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Greatest Showing in the West

See our special season yachts with Bon Ton Ivy self conforming sweat—most comfortable yacht shape ever shown. Greatest values, classy shapes.

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### Underwear

Start the hot spell right. Cool B. V. D's, Superiors and Ritesize union suits in all proportions and wanted styles—a wonderfully complete stock. Come here for comfort. Union Suits ..... 45c to \$3

NECKWEAR—You'll want a new tie for Decoration Day—ten thousand new ideas here. A most extraordinary showing at 25c to \$1.00. America's greatest neckwear values here ..... 50c at the popular price of .....

### Men's Shirts

America's best, Excello, Arrow, Faultless, Empire, Monarch, soft collar attached or detached, dressy negligee and pleats, all fresh, new, cool Shirts ..... 50c to \$2.50



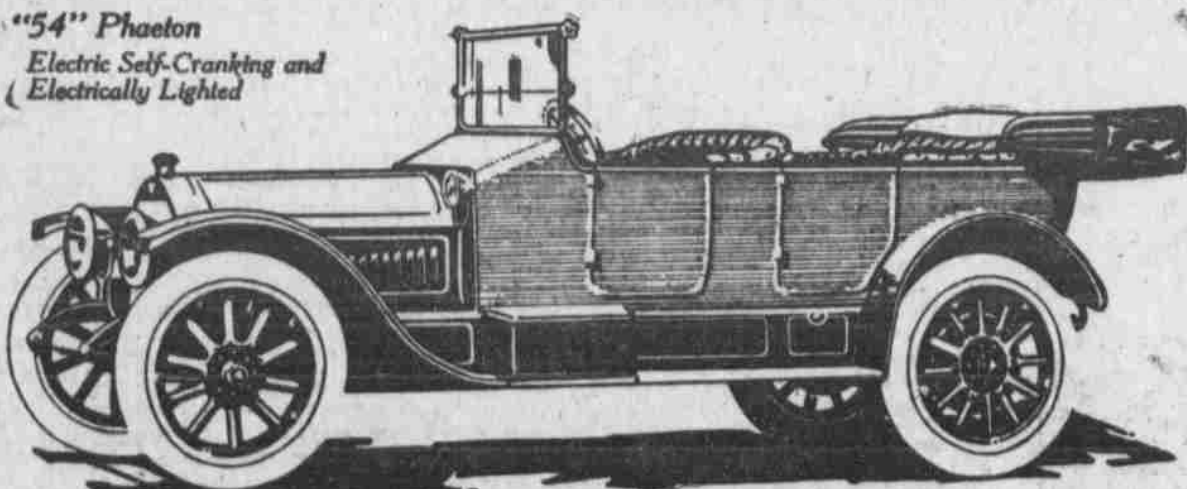
Special Notice  
Decoration Day,  
Friday, Store  
Closes at Noon.

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CORRECT APPAREL FOR MEN AND WOMEN

The World's Largest Builders of Six-Cylinder Automobiles

"54" Phaeton  
Electric Self-Cranking and  
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## A Definition of Automobile Service

This is a much talked about subject. Every dealer, every manufacturer, talks about it. Some are specific, some only suggest what it might be. This is our definition.

See if you do not agree that it is the most important in the consideration of your motor car purchase.

No man, no matter how experienced, can know what service any car will render. No two drivers operate their car alike. No two cars are called upon to render the same kind of service.

Machinery will wear out. It must be attended to, and some one expert, willing and broad in mind, must be there to see that the car gives the service you expect it to give.

A car must be built with a sufficient allowance to take care of the average demand made upon it.

No dealer can give service who is not successful. Motor car satisfaction is largely a matter of dealer satisfaction. To be able to give such service the dealer must make a profit. He cannot sell his cars at a discount. He cannot make unreasonable allowances for old automobiles in order to make a sale and have a profit left sufficient to give the service that should go with every motor car.

He must see the broader possibilities of conducting his business upon a service basis than is often found, especially among dealers whose only interest is in making the sale.

## Buy a Six if Paying More Than \$2,000

The "54" HUDSON is all that any automobile at any price can be in performance, luxury, comfort and value. Backed by our own service you will find it as near an approach to ideal motor satisfaction as is known.

The "54" HUDSON is the answer to a question that has long concerned all automobile builders. "What will Howard E. Coffin do when he builds a Six?"

When he built this car he had as his associates experts from 97 leading American and European factories—48 all told.

Thus all guess work was eliminated—all experiment made unnecessary. With so many viewpoints and so

much experience, errors that others had made were eliminated—advancements that others found impossible were easily accomplished.

The "54" HUDSON has electric lights. It is electrically self-cranking. The famous Delco system, patented, is used. Every luxury is included, speedometer, clock, top, curtains, rain-vision windshield, demountable rims, twelve-inch upholstery, etc. Equipped with a five-passenger Phaeton body at \$2450.

At \$1875 you can obtain the HUDSON "37"—designed by the same engineers that built the "54"—and pointed to as the "Four-cylinder masterpiece."

See the Triangle on the Radiator

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What other car in this class can give you all of the following vitally important features?

Ample power, steady, silent, smooth, a factor of safety far beyond any probable strain. 124-inch wheelbase, plenty of room for all. True double ignition on two sets of plugs. Independent electric systems for starting and lighting. A record for full economy unequalled by cars of equal power. Convenience of operation developed beyond any previous point in its starting system, dash arrangement and improved steering gear. Durability so staunch that it has won the name of being one of the best built cars in America.

These features are the elements of the Dreadnought Moline supremacy—features you may reasonably demand when you pay the Dreadnought price, \$1,980.

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