

### COUNCIL WILL ORDER PROBE OF STREET CAR CO.

City Council Will Direct Corporation Counsel Lambert to File Complaint With State Commission.

The city council will direct W. C. Lambert, corporation counsel, to file formal complaint with the State Railway commission asking that an investigation be made of the street car service in Omaha.

The city commissioners took the matter up yesterday, following a resolution offered by Commissioner Butler, who maintained that the state railway commissioners should be taken at their word; that if a complaint shall be filed by the Omaha city council street car service will be investigated.

This phase of the situation refers to the finding and order of the state commission last week, granting to the street railway company the right to continue indefinitely the skip-stop system.

The city council will consider this matter in committee of the whole next Monday morning as a special

### "Cure Your Rupture Like I Cured Mine"

Old Sea Captain Cured His Own Rupture After Doctors Said "Operate or Die."

His Remedy and Book Sent Free. Captain Collings sailed the seas for many years; then he sustained a bad double rupture that soon forced him to set only remain ashore, but kept him bedridden for years. He tried doctor after doctor and truss after truss. No results! Finally, he was assured that he must either submit to a dangerous and abortive operation or die. He did neither! He cured himself instead.



"Follow Men and Women, You Don't Have To Be Cut Up, and You Don't Have To Be Tortured By Trusses."

Captain Collings made a study of himself, of his condition—and at last he was rewarded by the finding of the method that so quickly made him a well, strong, vigorous and happy man.

Anyone can use the same method! It's simple, easy, safe and inexpensive. Every ruptured person in the world should have the Captain Collings book, telling all about how he cured himself, and how anyone may follow the same treatment in their own home without any trouble. The book and medicine are FREE. They will be sent prepaid to any ruptured sufferer who will fill out the below coupon. But send it right away—now—before you put down this paper.

FREE RUPTURE BOOK AND REMEDY COUPON. Capt. W. A. Collings (Inc.) Box 1272 Waterbury, N. Y. Please send me your FREE Rupture Remedy and Book without any obligation on my part whatever. Name \_\_\_\_\_ Address \_\_\_\_\_

### Capitol Leaders Certain Wilson Wants Third Term

If Treaty Is Defeated, They Say, He Will Seek Election as Vindication—Friends Claim He Is Only Man to Carry League Until Solidly Established.

By JUSTIN M'GRATH. Editorial Correspondent of Universal Service.

Washington, Sept. 23.—Statesmen are manifesting much interest in the effect the league of nations fight is likely to have on the political chances of prospective presidential candidates. One hears quite as much, if not more, discussion at the capitol about the political effects of the fight than about the outcome of the senate's consideration of the covenant.

Every day of the president's tour the impression has grown stronger in Washington that the president will seek a re-nomination. It is generally believed now that he will be a candidate for re-nomination whether the treaty be ratified with or without reservations.

Would Be Triumph. If the treaty shall be ratified in the form that he desires it, the

order of business, at which time the corporation counsel will be given definite instructions as to the wishes of the city commissioners.

The street railway company is doing as it pleases, regardless of the State Railway commission or the city council," said Mr. Butler. The company is taking cars off of some of its lines here. The railway commission does not know what is going on in Omaha. I am offering this resolution as a formal complaint and I expect that if it is adopted the railway commission will send an inspector here.

"The city is at the mercy of the State Railway commission, which seems to treat Omaha as if it should do anything asked by the street railway company," said Commissioner Ringer. "The street railway company should not have everything its own way."

Should Modify System. Commissioner Zimman said he believed that the skip-stop system should at least be modified if it can be shown that the increased rate of fare will enable the street railway company to pay operating expenses and make improvements. "In many instances the skip-stop works a hardship on patrons, but in some cases it may be all right," said Mr. Zimman. "Although the city council has no legal right in the matter, it can, however, exert a moral influence."

Postmasters Appointed.

Washington, Sept. 23.—(Special Telegram.)—Postmasters appointed: Phoenix, Ariz., country, Nebraska, Roy W. Wilson, vice George Sytle, resigned; Carter, Utah county, Wyoming, Clifford R. Forrest, vice William H. Harvey, resigned; Midwest, Hot Springs county, Wyoming, Mrs. Flora Thomas, vice Etta Shoemaker, resigned.

president admittedly will have a great political triumph. The additional political prestige thus gained probably will put the democratic nomination within his grasp without competition. In that event his friends are prepared to insist that he be the candidate, making the argument that he would owe it to the people of the United States to face the responsibility of guiding the United States through any complications which might arise through its entrance into the league.

On the other hand, if the republicans succeed in putting through their drastic reservations, the argument of Mr. Wilson's friends in favor of his candidacy will be that only with him as president will the United States be able to persuade the European nations that it would be worth while to try the league experiment on the terms demanded by the United States to insure its membership.

May Want Vindication.

In only one contingency, many think, is President Wilson likely to take himself out of the race. That would be the rejection of the entire treaty by the senate. Even in that event, if the rejection should arouse any great degree of hostile public opinion, the president might seek a renomination for vindication.

But if he should seek a renomination under the last described circumstances, he undoubtedly would have strong opposition in his own party. The opposition most probably would center around Senator James A. Reed of Missouri, the chief democratic opponent of the league and the most severe of President Wilson's critics.

Senator Reed's denunciation of the president in his speech in the senate yesterday was so scathing, that many of the politicians of the capitol thought the Missouri senator was deliberately putting himself in line to be the anti-Wilson leader of his party.

If the president should go down to defeat in his treaty fight Senator Reed undoubtedly would loom up formidably as a candidate for the democratic nomination. His speech in the senate was generally recognized as one of the ablest analysis that has been made of the treaty by any of its opponents. Therefore, if the treaty be beaten, or even drastically amended, and public sentiment approved by the senate's verdict, Senator Reed would naturally command great influence in his party. He has been speaking through the country to great audiences and his fine presence, eloquence and his high ability unquestionably have made him many friends and a host of admirers. So the democratic situation appears to be that if President Wilson wins his fight he will either take the nomination himself or force upon the convention a hand-picked candidate, and if he loses his fight, chances will favor Senator Reed.

Republican Nomination.

The republican nomination for president will be determined by the superiority of the conservative or radical wings of the party in the convention. If the radicals control the convention it now appears most probable that Senator Hiram Johnson of California will be the nominee. Senator Johnson has been a leader in the fight against the ratification of the treaty. His recent speaking tour of the country on the trail of President Wilson has been a great success. Everywhere he spoke he had meetings which compared favorably in size with those which greeted the president. He unquestionably has gained immense political prestige by his tour.

### The Absolute Safety of This Investment

No one can question the great present and the greater future demand for steel products. No one can question the enormous profits made by steel companies. No one can question the fact that the men who will build and operate this great steel plant are capable, experienced steel men, who have made a success of other steel companies. (Note: A short synopsis of the record of the officers of this Company is given below. No greater proof of the ability of the men in charge of this Company can be given than the simple statement that these men have made great successes in operating other great steel corporations.

No large corporation in the entire west ever started operations with such tremendous advantages of location over its competitors. These facts are the greatest possible guarantee of the safety of an investment in this Corporation.

### And Remember

This Stock shares equally in the full profits of the Company, and is guaranteed as to the first 8% and first lien on all assets.



This Huge Steel Plant

# GREAT STEEL PLANT

Everyone interested in the development of the greatest and most profitable of all manufacturing industries for Nebraska owes to himself a thorough reading of this announcement. This steel plant—coming to Omaha—marks a new step in Nebraska's industrial growth. In the first place, Omaha is the ideal location for such an industry; right in the heart of a wonderful market for the products of such a plant; and, too, with an abundant field of raw material upon which to draw. The coming of this plant is an assured thing. Bids for building it are now in the hands of leading steel plant construction companies of the Pittsburgh district. And—just as sure as it's coming, is the prosperous future a waiting it.

# Central Steel and Lock Nut AUTHORIZED CAPITAL

### Why We Have Chosen Omaha

Omaha and surrounding territory is one of the principal scrap centers of the United States.

Many thousands of tons of high-grade scrap are shipped from Omaha and surrounding territory each year to eastern, southern and northern steel plants, at a cost per ton ranging from \$3.90 to Chicago, to \$7.50 at Pittsburgh. It is there remelted and rolled into reinforcing bars and rods, bolt and nut stock, and other steel products.

Omaha and surrounding territory is one of the principal markets for reinforcing bars and rods, used in building construction, and other products which we will manufacture.

These products are now shipped largely from eastern steel plants at a cost in freight of \$11.80 per ton. All steel products, wherever manufactured, are sold on the "Pittsburgh Base" and the freight from Pittsburgh to the point of shipment is always added.

Due to these freight charges more than \$15 per ton will be saved by manufacturing at Omaha. In fact, on our total tonnage, the freight cost on the scrap shipped out and the finished products shipped into this territory will pay 25% on our total capital stock. The proposed increase in freight rates, which is practically certain to be put into effect, will give this Company a still greater advantage.

The Central Steel & Lock Nut Corporation will install open hearth furnaces and rolling mills at Omaha for remelting and rolling to finished products the immense tonnage of scrap produced in this territory.

The Central West is on the eve of the greatest industrial development in its history. Steel is the foundation of all development, and more millions will be spent in the central states for the steel products which we will manufacture during the next five years than in any other similar period. An Omaha steel mill will keep many of these millions in Nebraska.

### What We Shall Manufacture

Our principal products will be: Reinforcing bars—Rods, Rounds, Flats, Squares—Bolts, Nuts, Rivets, Railroad Track Bolts, Track Spikes, and—the Cinch-Lock Nut.

To those not familiar with steel and steel products these names may not carry great significance. However, this list of the things on which we shall specialize covers the vitally important steel for railroad, farm, factory, and general building. So—as anyone who does know steel will tell you—we will be manufacturing for a great present and greater future demand.

Utilizing the tremendous quantity of "Scrap" which is today shipped East, we shall have abundant supplies of raw material at our very doors. Eastern steel plants have had to pay heavy freight on this material—which we shall save. And the freight which buyers in this territory have had to pay—clear from Pittsburgh—we shall also save. These two items amount to more than \$15 on each ton.

The Cinch-Lock Nut is another great asset. It is a new development—our own patent, entirely paid for by sales of Common Stock—and the market for this one product, alone, is tremendous. Exhaustive tests have proven it to be especially and admirably adapted for use wherever stress, jar, or vibration causes ordinary nuts to work loose. Because of greater efficiency and economy railroads and various lines of manufacture will come to demand the Cinch-Lock Nut. Mechanical engineers for leading motor car and tractor makers have pronounced the Cinch-Lock Nut a "find" for their own products. We control the manufacture and sale of this article for the United States.

Our entire plant and production will be in the hands of men with from nineteen to thirty years' experience in steel making, who are leading figures in the national steel industry. These men, today, are at work perfecting the most energetic and efficient program possible for the plant.

### Some of the Biggest Men In the Steel Industry Head This Organization

PRESIDENT—E. Bignell, Superintendent of the Burlington Railroad at Lincoln for over 25 years.

The railroads are large users of our products and there are nine railroads entering Omaha. Mr. Bignell is one of the best known railroad men in the State, knowing intimately nearly every railroad man from the Section Foreman to the General Manager of the road, on every road running into Omaha. No man is better equipped to secure the railroad business than the President of this Corporation.

VICE PRESIDENT AND GENERAL MANAGER—W. R. Glasgow. Mr. Glasgow will design and operate our plant. He will also supervise its construction, saving many thousands of dollars to this Company in fees which would otherwise be paid to consulting engineers. Few men in the steel industry are better equipped than Mr. Glasgow to perform these duties. His record as an Engineer and as a practical maker of steel is the most positive proof of this fact.

In addition to a five-year course in Mechanical and Civil Engineering at Princeton and Washington Universities he has had nineteen years of practical experience in all branches of the steel industry.

Thirteen years with the American Steel Foundries, from a beginning as Engineer up through the various departments to Works Manager of one of their plants with eighteen hundred men under his direction, is a record which only a thoroughly competent and efficient steel man could ever make. This plant, operating six Open Hearth furnaces and melting 12,000 tons of steel per month, was entirely under the supervision of Mr. Glasgow.

As Works Manager of the Canadian Steel Foundries he operated both Open Hearth furnaces and Rolling Mills.

Mr. Glasgow has been in the steel industry all of his life and knows steel making from every angle. His rise has been continuous and rapid, but, being only forty years of age, he comes to this Company comparatively a young man with his best years before him and with a practical experience and working knowledge covering nearly twenty years to build on.

SECRETARY AND TREASURER—W. B. Ryons. Mr. Ryons is one of the best known bankers in the State. His entire business training and experience has been along financial lines and he is eminently fitted to handle the financial business of a large corporation.

CHAIRMAN OF THE ADVISORY BOARD—Edward F. Goltra. Mr. Goltra, with Mr. Glasgow, will supervise the plans, specifications and the installation of our plant.

He has had thirty years' experience in steel making and is one of the big men of the United States in the Steel Industry. His advice and counsel in the financial policies of steel corporations is best illustrated by his present connections.

Mr. Goltra is President of the Mississippi Valley Iron Company. This Company operates a large blast furnace at St. Louis.

He is a Director in American Steel Foundries; this Company did a \$49,369,584 volume of business in 1917.

He is also interested in various other large enterprises, all of which have been financial successes.

His connection with this Company is evidence of the high standing and character of its officers and places us on a high plane among manufacturers of steel products.

### Higher Telephone Rates Throughout the Country

The telephone industry has been affected by the same conditions which caused higher prices in every other business.

The increased expenses the telephone companies have had to meet has necessitated an advance in telephone rates throughout the country.

The cost of furnishing telephone service depends on the cost of producing it. The telephone companies everywhere are paying employees higher wages and paying more for materials than formerly.

Prices are on a permanently higher level and we must of necessity adjust our business to meet this new condition.



NEBRASKA TELEPHONE COMPANY