

## Senator Norris Asks Advice on Highway Tangle

Acting Cabinet Member Discusses Probability of Federal Aid in Building Road Paralleling U. P.

By E. C. SNYDER.  
Washington Correspondent Omaha Bee.  
Washington, D. C., Feb. 13.—(Special Telegram.)—Senator Norris, who has been active in an effort to straighten out the tangle over the Union Pacific right of way in Nebraska, where it parallels the Lincoln highway, in order that a satisfactory deed might be made that would justify the government in extending federal aid in the building of the highway, recently was called upon by Representative Theodore M. Osterman of Central City for information that would strengthen his bill before the legislature looking to the completion of that great national road.

Senator Norris, who succeeded in curtailing the right of way of the Union Pacific in the counties through which the Lincoln highway runs parallel to the railroad, finds that the road still claims certain rights which it refuses to forego, notwithstanding that the width of its right of way has been cut down considerably.

**Asks Secretary's Opinion.**  
In order to ascertain the position of the Secretary of Agriculture on this rather involved and much discussed question, Senator Norris asked for the department's opinion as to whether federal aid could be given toward constructing that portion of the Lincoln highway located in Nebraska along the Union Pacific. Today Judge Norris received a letter from Acting Secretary D. W. Ball with respect to the legal difficulties that surround the construction of the highway. Mr. Ball said: "You submit the question, 'can federal aid be given for the purpose of building a road located on land, the title to which is not absolute in the public and which may be revoked by some provision of revocation allowed in the deed of conveyance.'"

"Under the act of congress, approved October 3, 1919, the Union Pacific railroad was authorized to convey any portion of its right of way to be used as a highway or street, and under the act of May 25, 1920, railroad companies, to which grants of public land had been made, were authorized to convey to any state, county or municipality a portion of their rights of way to be used as public highway or street."

**Railroad Within Legal Rights.**  
"Neither act makes it mandatory for the railroad to convey land, nor prohibits the railroad from imposing any condition in the deed which it may see fit; hence the railroad company appears to be within its legal rights in making its conveyance subject to reversion for breach of conditions, assuming of course that such conditions are not void as being against public policy."

"The federal road act does not require that a state furnish a right of way, but under the regulations promulgated by this department this is required and in order to avoid a waste of government money the department has, generally speaking, required and has always devised that a state have a title in fee. However, in Nebraska the state has granted federal aid where the state has granted a 50 year lease, there being a provision therein that if the railroad should resume possession of the land for railroad purposes, it would pay the expense of re-establishing the highway in as good condition as it was at the time of taking possession."

**Believes Government Protected.**  
"It was thought that this provision absolutely protected the government's interest. If the deed granted by the railroad company should contain a condition that the right of way should revert to the railroad on failure to use it as a right of way or street, no other condition being made, I think the government would be amply protected and would be warranted in expending federal aid upon such right of way."

On the other hand should the conveyance be made upon condition that the way should revert to the railroad at any time the company desires to resume its use, no provision being made that the company would pay all the expenses in connection with establishing the new road and putting it in the same condition as the road involved, then I do not think the government would be warranted in expending federal aid thereon. If you will procure for me a copy of any deed given, or proposed to be given, by the company covering the grant of a right of way, I shall be glad to advise you more particularly in the premises."

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Moreover, prices brought by raw furs on the Montreal and New York auctions will prevent any marked decline in the price of made-up garments in the fall, in the opinion of Mr. Loomis.

Nebraska mink that could not find a purchaser at \$2 in November now brings \$6 to \$6.50 and Nebraska muskrat, which went begging at 25 cents last November, is now selling at from \$1 to \$1.25 a skin, Mr. Loomis said.

Mr. Loomis attributes this strengthening of the market to a feeling of optimism in the fur trade and to the possibility that the very small catch of furs during the winter will result in a shortage. Prices offered last fall were not sufficient to induce trappers to work their traps and resulted in few raw furs coming into the markets, according to Mr. Loomis.

"Russian squirrel is leading in popularity at present," said Mr. Loomis. "Mink is in good demand and Hudson seal maintains its popularity."

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By PAUL GREER.

No matter what your needs may be, you can satisfy them in Omaha. This is the message of the advertising columns, and particularly is this impressed by the business cards of manufacturers, merchants and other business concerns which appear on this page once each week.

It is Omaha as a market place, as the city of opportunity for investors, consumers and labor that is on display here. In co-operating in this effort to bring to public attention the variety of products that are manufactured and sold here, greater emphasis is obtained for the idea of Onward Omaha.

The motive here expressed is not solely for an increase in sales, but goes much farther than that. These business men have a vision of Omaha as a greater city in which their businesses minister to the public welfare, as well as to private profit. In calling attention to the diversity of goods and services which may be obtained here, they are advertising the city as a whole. Those persons who are drawn here to buy from one of them will more than likely not leave before they have bought some other product in another store, too. As the volume of business is enlarged, work becomes more plentiful and all share in the benefits.

You all know the old saying about the man who made a better mousetrap than anyone else, and how, though he lived in the woods, the world beat a path to his door. That may have happened, but think how much sooner the trapmaker could have found his customers if he had exerted some effort to inform them of what he had and made it easier for them to reach him.

If he knew he made a better mousetrap than his competitors, it would have been to the good of the public to scatter the news around and save it the expense of buying an inferior article. Indeed, it is easy to see that this man was not only a poor business man, but a poor-spirited citizen as well, indifferent alike to his own good and that of the people.

Omaha is not in a wilderness, and it possesses certain natural advantages that make it a good place to trade. Who will say it would not be foolish to follow the plan of the excellent trap manufacturer and calmly sit down to wait until buyers came along?

Enough has been said to indicate anew the value of advertising as a public force. In producing a growth in the volume of business it saves in the cost of production and distribution and so increases the profit by decreasing the selling price. This is part of the Onward Omaha idea, and gives assurance that in going onward Omaha is not taking the wrong direction.

Communities may advertise as well as any private concern, and in doing one it usually happens that the other also is done. A spirit of unity among the people of Omaha and of the state, no matter what the class or occupation, is encouraged by the knowledge of how we may prosper through helping each other.

Community advertising is a great tool. Its effect upon the public welfare rests on its power to raise the standard of living all around, to encourage a sane dissatisfaction with anything less than the best, and its repeated message, that Omaha can fill any want and do it more quickly and better than it can be done elsewhere.

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