

HOLDING A HUSBAND
Adele Garrison's New Phase of
Revelations of $a$ Wife


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| while the face of the owner of thecar lost its high color. He stoodirresolute for a moment, then turned |  |
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| his son. "This is an Awful Mess." "Ted"" he called, and there was |  |
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| outh generally gives to its first re- <br> "Yes, dad," he said quietly, put |  |
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Lecture: . SIDNEY MORTAN of Brooklyn, N. Y.

SUNDAY, MAY 1, AT $8: 00$ P. M. LABOR TEMPLE,
19TH AND DAVENPORT STS. SUBJECT:
"Evidences of the Presence of Christ and That Millions Now Living Will Never Die' Mr. Nortan is an able bible etudent and a very entertaining
speaker. He in a firm believer in BIBLE Prophecy as propounded
by the late Pastor C. T. Russell.
He undentends. He undertands the Busse to teach that the beginning of the
reconstruction work of the new order "Fill be recognized by the
people by the year 1925 and that the "Golden Pot people by the year 1925 and that the "Gilden Recoe Rnized by the the
time be obeyed by all who are to be $a$ part of that Messianic
Kingdom. Do you know that those who survive the difficulties of the
next few years shall be able to begin work on their everlasting
homes? f you have not thought of that
surell Want to hear this lecture.
Seats free. No collections

be a valuable h
with this great
St, Omaha, Ne
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## VETERAN OF '6O FEELS BETTER THANIN YEARS




## "Free" Bridge Facts

The Omaha \& Council Bluffs Street Railway Company, operating the present toll bridge across the Missouri River between Omaha and Council Bluffs, addresses, through this medium, a few statements of fact to the voters of Omaha on the proposition of voting bonds for a so-called "free" bridge between the two cities.

## Talk No. 7--A Summary of the Reasons <br> Why You Should Vote Against the "Free" Bridge Bonds.

The "free" bridge will not be free. The payment of interest on investment, depreciation, upkeep, etc., will merely be trans-
ferred from the users of the bridge onto the Taxpayers. It will be free only to the nonresident automobile tourist, who can well afford to pay his own toll (and who should not expect you to pay it for him) and to the resident of Omaha who owns no other property than an automobile and who wishes to joy-ride between the two cities. As taxpay-
ers, are you willing to pay their bridge toil? ers, are you willing to pay their bridge toil? able increase in taxes. There is no getting away from that. Unless you want to pay increased taxes you should vote "No" on the "free" bridge proposition.
A "free" bridge will necessarily mean Talk No. 5 , the revenue from the Douglas Street Bridge now goes towards meeting the expense of operating the street car systems of Omaha and Council Bluffs. Even with this revenue the present street car fare does not yield a sufficient amount of money to provide for operating expenses, taxes and a we are entitled to by law. It is easy, therefore, to see what must of necessity happen if we should be deprived of the bridge tolls.
There is no need of a second bridge at Omaha for many years to come. The pres-
ent bridge can take care of a great deal more traffic than there is between the two cities at the present time. Besides it can be strengthened and widened to adequately are for several times the traffic which meved many things for which bonds must be need many things for whi

The construction of a bridge would not urnish employment for local labor. Bridge construction work can only be performed by specially trained workers. The contract would go to some large out-of-town bridge company having a complete working organ ad therefo the mone paid by Omaha na therefore whe mo elsewhere to pay for both material and labor

A "free" bridge would strike not alone the pocketbook of the investors in the present bridge. It would also strike-and strike eavily-the pocketbook of every taxpay in Omaha.

It would mean that the taxpayers of Omaha would have to go down into theil $150,000.00$ in consideration of their "free" bridge.

Think it over!
The proposition is to be voted on at the

