

D. A. V. BUSINESS SESSIONS BEGIN TUESDAY

Story Of Omaha From 1869 To Date

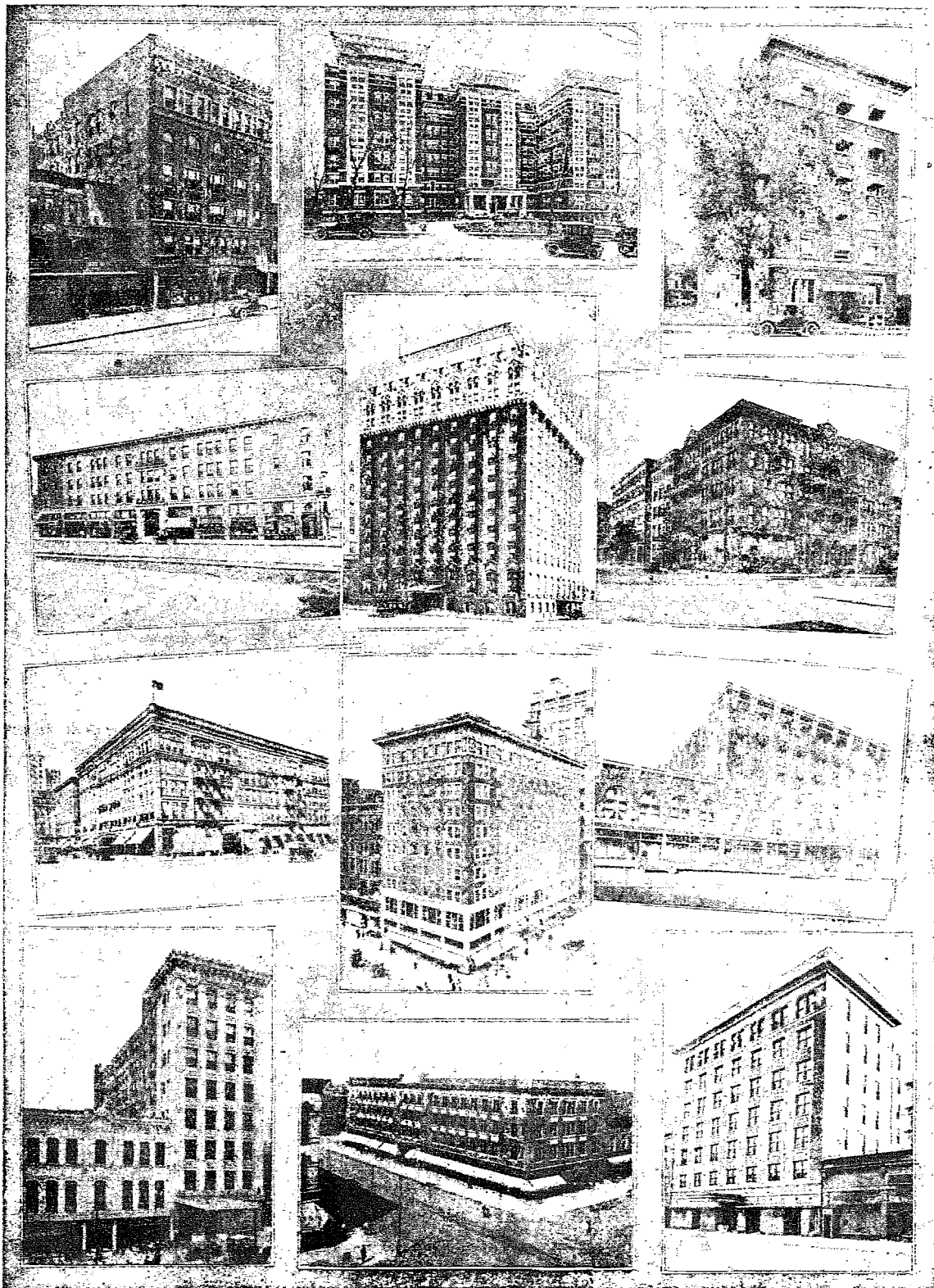
Magic City Of West Is Commercial Center

Abraham Lincoln's Approval Of
City As The Union Pacific
Terminal Big Factor.

In 1869 two great accomplishments for the advancement of the world's trade and commerce were completed. One was the opening of the Suez Canal, connecting the Mediterranean and Red Seas on the north coast of Africa; the other, the completion of the first transcontinental railroad across the United States. It is the latter accomplishment that means most to Omaha, Douglas county and Nebraska, for it meant the birth of opportunity of this state and her metropolis through the development of the middle west, the richest agricultural section of the world.

Omaha, starting in 1854 as a small, isolated inland town on the river, was given the impetus, through her selection as the eastern terminus of the railroad to the Pacific coast, to become one of the leading wholesale, retail and manufacturing centers of the country. From a beginning as the terminus of one railroad, Omaha has grown to be fourth railroad center of the United States, the hub of ten trunk line railroads with 63,000 miles of rails radiating from the city. Located in the heart of the most fertile farm land of the country, and with its excellent railroad facilities, Omaha's growth as wholesale and retail market has been steady, and the city's great volume of manufactures is likewise due to the facilities for transporting the raw materials of the farm and the mines to Omaha to be made into the finished products. Omaha therefore ranks first among the cities of the United States in the manufacture of butter, more than 55,000,000 pounds being made in Omaha creameries annually, and a year's output being valued at \$24,331,000. Omaha is also first city in the country in the production of pig lead, the refineries here producing nearly \$43,000,000 worth of this metal from the ores shipped to Omaha in a year. The city has the second largest live stock market in the country with receipts in 1924 totaling 8,697,690 head of cattle, hogs, sheep, horses and mules, for which the live stock powers were paid approximately \$225,000,000. Packing products produced in the many big packing plants of Omaha were valued at nearly \$200,000,000 in 1924. Omaha flouring mills using grains from the farms of Nebraska and surrounding states, produced more than \$11,000,000 worth of flour and mill products in a year. Other products manufactured in Omaha from raw materials procured from the farms of the Omaha territory, are alfalfa products, bakery products, harness and saddles, ice cream, leather, and shoe findings, macaroni, and soaps, with a total value of about \$11,000,000. A long list of necessities for business or the home, bring the total annual value of the 600 factories in Omaha to \$388,000,000.

Omaha's prosperity is closely allied to agriculture, and herein lies her good fortune to be located in the center of the most fertile agricultural section of the country. The farms of Nebraska numbering 124,417 have an average value of \$33,771 each, while those in the states comprising Omaha's wholesale territory average \$24,626 in value. The average value of the farms of the United States are but \$12,084. This is the basis for Omaha's high rank as a grain market, being first among all cities as a primary grain market. From the rich farms of the Omaha territory came 76,000,000 bushels of corn, wheat, oats, rye and barley to the elevators of the Omaha Grain Exchange last year.



Some of Omaha's Leading Hotels Accommodating Disabled American Veterans In Attendance.

There are 550 wholesale houses in Omaha sales total nearly \$480,000,000 a year, exclusive of such products as are manufactured in the city and sold directly by the factories. These latter include packing house products, creamery products, structural steel, and macaroni, which would add \$227,000,000 more to Omaha's annual wholesale volume. Goods sold by Omaha wholesalers run the gamut of the alphabet from agricultural implements to wall paper. Some of the larger items are automobiles, trucks, tractors, tires and accessories \$866,150,775; building material, lumber and mill work \$42,719,690; commission produce, fruits and vegetables \$24,388,655; flour and mill products \$17,930,335; groceries \$59,498,875, and oils and greases \$30,341,818.

Annual sales volume of its 1,400 retail stores is estimated at \$157,500,000. This big volume of merchandise is distributed among about 500,000 customers living in Omaha and within a fifty-five radius of the city. Federal estimates made in 1924 give Omaha's population as 208,025, and the 154 towns and 29,000 farms in this retail circle add nearly 300,000 more customers. They reach the Omaha retail market by means of 100 passenger trains in and out of the city daily, augmented by two interurban lines and fifteen automobile bus lines which give regular service throughout this region. Nebraska and Iowa have more telephones per capita than any other section of the world. This is of distinct benefit to the retail market of Omaha. Omaha's four daily newspapers and seventy periodicals enjoy a wide circulation throughout

the retail territory served by the city and carry the sales messages of the retail merchants to their customers.

The school system of the city represents an investment of more than \$18,000,000. There are 56 public grade schools and five high schools. The latter include Omaha Technical High, built three years ago at a cost of \$3,500,000, the finest and best equipped school of its kind in the United States. The school has an enrollment of more than 3,500 boys and girls. The latest school census shows that Omaha has 50,231 boys and girls of school age, of which more than 48,000 were attending school. More than 60 per cent of these boys and girls live in homes owned by their parents.

A city is not complete without facilities to provide its people with recreation and amusement. Omaha has not been backward in this respect. It is the third city in the United States in per capita park area with twenty-three parks covering a total of 1,400 acres. Thirteen supervised playgrounds for children, golf courses, tennis courts, baseball diamonds, swimming pools, bathing beaches, and ice skating rinks are some of the recreational equipment of these parks.

In connection with one of the parks the city has built a tourist camp complete with brick buildings containing rest rooms, reading and writing rooms, kitchens, laundries, and shower baths for the use of automobile tourists passing through Omaha yearly. There were 30,000 tourists registered at the city camp last year, the remainder finding excellent accommodations in

Omaha's hotels. The city has voted bonds for an addition to its park and boulevard system which will add more than 600 acres to its parks and extend its boulevards system from thirty-five to fifty miles in length. The new parkway and auto drive will be built along the Missouri river front.

Thirty-five motion picture theatres and five theatres where vaudeville and stage plays are presented contribute to Omaha's entertainment facilities. Ak-Sar-Ben's annual spring and fall race programs and its annual fall festival attract many thousand visitors to Omaha each year for these events at Ak-Sar-Ben field and Ak-Sar-Ben den, with the pageant through the business section of the city. Ak-Sar-Ben boasts the finest one-mile dirt track in the West, and the amphitheatre at the tracks will accommodate 10,000 spectators. Omaha also has a municipally-owned auditorium in the business section of the city which will seat about 7,000 persons. In this auditorium many of the larger conventions that are held in the city each year are provided adequate facilities for their sessions and displays. Other conventions find suitable headquarters in other auditoriums located in hotels, clubs and lodges and large business buildings of the city.

South Omaha's industrial and commercial foundation is the live stock and packing plants. The man-power necessary to operate the great stock yards receiving close to 9,000,000 head of stock each year, and the 14,000 employees of the great packing houses which consume 65 per cent of the live

Lavish Entertainment Functions Are Planned

Strenuous Meetings Expected
On Compensation And
Hospitalization.

From Tuesday on the D. A. V. is set for strenuous sessions in discussions of relationship with the Veterans Bureau on compensation, hospitalization, rehabilitation and insurance and with Congress on legislation.

Lavish entertainment functions are planned for the visiting wounded veterans, numerous civic and veterans' committees announcing elaborate affairs of a varied nature, sponsored by fraternal and social organizations of Omaha. The Masons have tendered ballroom for a pre-convention dance, Saturday evening, June 20, this being the opening event on the entertainment programme.

Omaha lodge of Elks, has placed its entire magnificent clubhouse at the disposal of the maimed heroes, who are to hold many of the closed business sessions of their convention in the Elks' lodgeroom. Each day and evening informal receptions will be given in the building, and the structure will be the scene of a gala event Tuesday night, June 23, "Elks' Night". The reception and ball planned for the night of June 23 will follow Madame Schumann-Heink's special concert for the wounded and disabled veterans at the Orpheum theatre that same evening, this recital being exclusively for her "boys" of the D. A. V.

The Knights of Columbus, affectionately known as the "Caseys", are to be presented by a corps of former overseas secretaries and hospital workers. The Knights will maintain open house at their council home throughout the week of the conclave, and will stage a number of informal functions at their headquarters. The "Caseys" have bought out Krug Park for next Monday afternoon and evening, June 22; dancing, barbecue, concessions, rides and other features being at the disposal of the vets. On Thursday night, June 25, the Knights will be hosts at the convention banquet to officers and delegates in the Fontenelle Hotel, covers being set for 100 men.

War-time workers of the Salvation Army, Jewish Welfare Board, Y. W. C. A. and Y. M. C. A. will be on the job, and the American Red Cross is to take active part in the conclave programme. The U. S. Veterans' Bureau office here will have charge of the first aid committee's activities, and will also be available for other service to the veterans.

One-way fare has been named for the round-trip to and from Omaha for the disabled veterans' convention. All railroads running or connecting into Omaha granting this special rate. Certificates entitling holder to the one-way fare rate be secured by writing to William K. Whittaker, chairman D. A. V. chapter convention committee, Hotel Fontenelle, Omaha.

During the week of the Disabled American Veterans' national convention, the annual national gatherings of the Women's Auxiliary of the D. A. V. society will also be held here, and the Trench Rats, the playground group of the Disabled American Veterans, will stage their annual ceremonial and ritualistic programme in this city on the eve of the concluding day of the D. A. V. conclave.

Hotel owners and managers report large numbers of splendid hotel accommodations available for the week of the D. A. V. convention, and assure all visitors to Omaha of ample accommodations at fair rates.

stock receipts, have given that section of Greater Omaha a firm basis for growth in business, homes, schools, and other attributes of a modern community. A large retail section in South Omaha boasts splendid stores, shops and several strong banking institutions.

Agriculture, State's Business, Burlington Railroad Fosters It

The Burlington Railroad's interest in the welfare of the territory can be traced back to the days when Nebraska and the West were building. The Railroad stood behind the early settlers, aiding them by supplying seeds for their crops, and in many instances helping them in getting food, livestock and equipment to properly operate their farms at little or no cost.

The Agricultural Development Department adapted the following slogan as their rule and guide in helping develop the local communities:

"A well satisfied settler is a good asset. A misplaced man is liability. Our interest does not cease with the location of the settler. We are deeply interested in his success. We have no financial interest in the sale of lands nor any lands to sell. Our sole interest is in the development and general prosperity to the Country, as prosperous communities mean prosperous railroads."

To further substantiate their interest in the prosperity served by the Burlington, also, looking to the future and to help make Nebraska scrub free:

The Burlington Railroad, co-operating with the College of Agriculture of the University of Nebraska, the newly formed Nebraska Dairy Development Society and 31 Nebraska breeders, together with other business interests and the local towns and communities, operated in Nebraska, last fall, a purebred sires train. The one great purpose of the campaign was to make Nebraska scrub free. The object was to impress upon the people the purebred sire idea, whether it be beef, dairy, pork or any other kind of live stock.

The special train left Lincoln on October 6, known as a purebred sires special. It consisted of 12 cars, carrying an array of speakers, dairy exhibits, the 31 purebred dairy bulls that were traded for scrubs at the 31 stops in the state. Some of the highest producing dairy cows from the College of Agriculture of the University, made the trip. These represented the four distinct dairy breeds, namely, Holstein, Jersey, Guernsey and Ayrshire. Their names and records were posted above them in the stalls. Literature and posters were on hand showing the way in which pure breeds make the income climb in the dairy herd.

Features of each stop were the trading of a purebred dairy bull, of known breeding, for a scrub. The scrub from the community was lined up along side of the pure bred and the differences clearly pointed out. addresses on the value and use of purebred sires and a demonstration showing a true type milk cow. These demonstrations were made by experts from the College of Agriculture, and by representatives of some of the National Dairy Breeders Associations. Following the demonstration every one was given a chance to pass through the train and view the exhibits. There were guides to fully explain all of the exhibits.

Two exhibit cars were fitted out by the Dairy Department of the University of Nebraska, and the State Dairyman's Association, illustrating by charts some of the results accomplished by the use of purebred sires as well as proper care and feeding. A stock was carried to take care of some of the larger and unruly scrubs that were gathered on the trip, a pullman, parlor cafe and two business cars made up the equipment on the train. The train was out 17 days and after the last stop at Milligan, all of the 31 pure breeds on the train had been replaced by 31 scrubs. The pure bred was left in each locality as a living demonstration that he might prove the value of the one idea carried out on the trip.

One of the features of the train was Miss Mystery, or the Wonder Cow, whose real name was Clema Wayne Butter Queen Second No. 297124, from the Woodlawn dairy. At each place the cow was led off the train and cards passed out, and each person was asked to guess on the number of pounds of milk she produced in one year. Ten thousand guesses were made ranging all the way from a few

hundred to as high as 50,000 pounds. This cow had actually produced 25,947.3 pounds of milk containing 1,162.42 pounds of butter, or approximately nine times more than is produced by the average milk cow on the Nebraska farm. This cow was carried along in order to give the people a chance to see a good type milk cow and to impress upon them that a milk scale is the only sure way of finding out whether or not a cow is a boarder.

Stops were made at the following towns: Seward, York, Burwell, Ord, Greeley, Aurora, Revenne, Broken Bow, Alliance Scottsbluff, Bayard, Sidney, Grant, Curtis, Farnam, Elwood, Minden, Holdrege, Benkelman, Trenton, McCook, Orleans, Beaver City, Red Cloud, Superior, Hebron, Geneva, Harvard, Hastings and Milligan.

At each place a party had previously been chosen to make and carry on the local demonstration. The party selected was to supply a real scrub bull, have him on hand on arrival of the Pure Bred Sires Special, where the trade was made. He received in trade for the scrub a pure bred of known and standard breeding, bred by a Nebraska breeder, and this trade was made even up. In fact the poorer the scrub the better the Burlington liked it, as it meant he was to be eliminated from further service. A part of the Burlington's agreement was that all scrubs, were traded in this manner, would be slaughtered at Omaha.

After the trade was made at Milligan, which was the last scheduled stop, the train from then on was known as the Scrub Bull Special, as it had on board the 31 scrubs, gathered up at the various stops. These were then taken directly to the stock yards at Omaha, and there unloaded to go to their fate. The consignment consisted of 31 nondescript, sorry looking scrubs that had been doing service in Nebraska. One only need to have seen this collection and he would have bowed his head in shame to have learned that such animals were even permitted to live in such a grand state as Nebraska.

Accompanying the scrub, at Sidney, was a document purporting to be the pedigree and Bill of Sale of the

scrub bull. Quoting from the pedigree as follows:

"This official document is intended to serve in a dual capacity, first as a bill of sale and a conveyance in fee simple, and also a pedigree of one red, white faced semi-full blooded Hereford scrub bull, with an age of about three summers and as many winters but with a size and dimensions of a ten months old dog, whose mother died of starvation while he was yet an infant and whose unfaithful inbred father unceremoniously ran away with a nice young three year old heifer."

Quoting further:

We warrant this bull to be an inbred calf.

His form and style would make you laugh.

He'll take no prize at a livestock show.

But he'll eat and drink and maybe grow.

He was born by chance in a suspicious way.

His mother died and his dad ran away.

He is lousey as Hell, and somewhat thin.

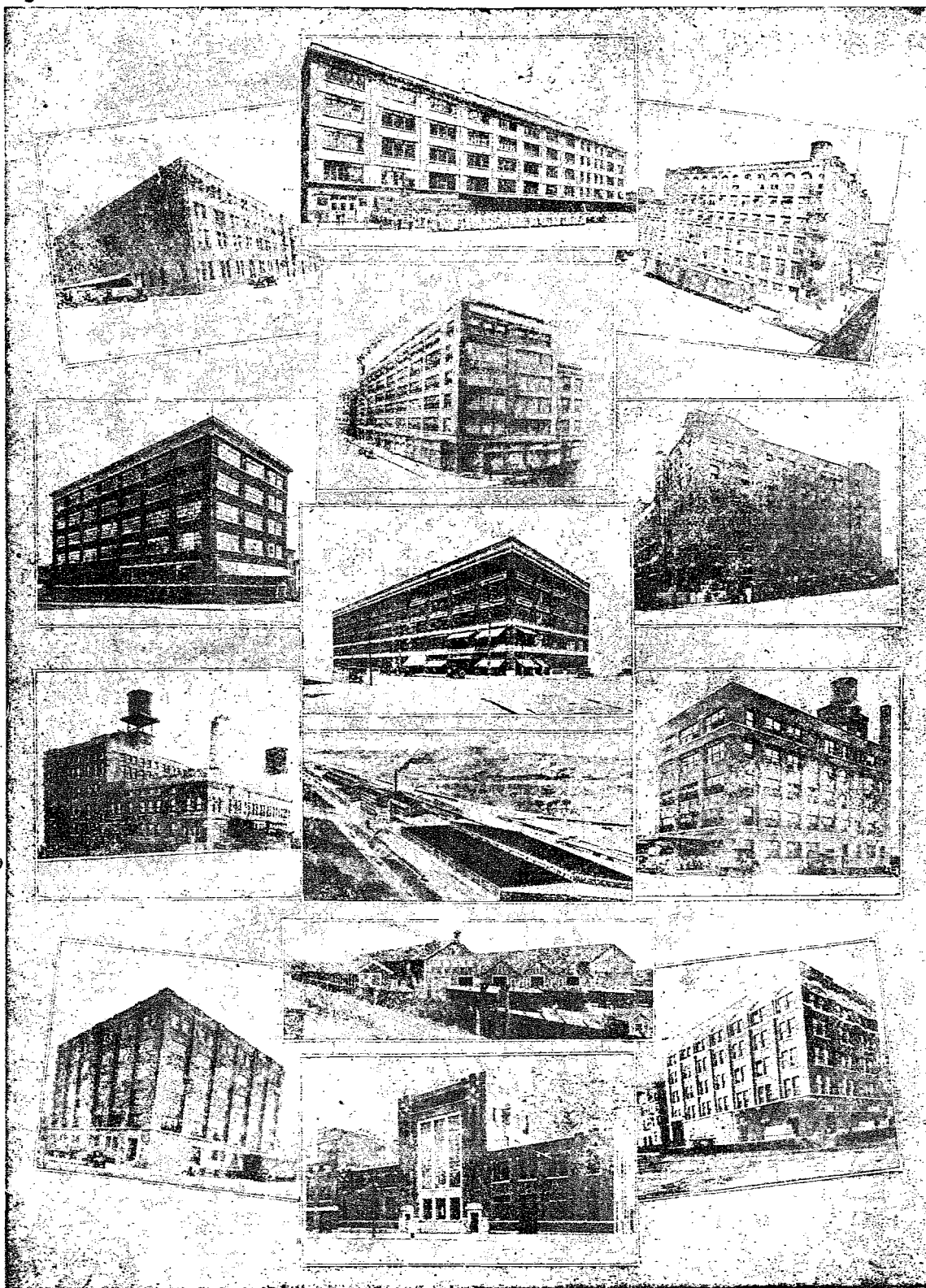
But he's a dam good bull, for the shape he's in.

By actual count 71,335 persons passed through the exhibit train and it is conservatively estimated that 135,000 or approximately 10% of the population of Nebraska saw or heard the demonstration.

The value of this campaign can best be summed up by quoting from an editorial in the Omaha Bee, as follows:

"The pure-bred sire special has given a new impetus to better dairy herds, better dairying and better co-operation between all classes of our composite citizenship. And if it has done nothing more than to demonstrate the benefits accruing from whole-hearted co-operation, it has done something big and beneficial."

Degrees were awarded 257 young men of Nebraska and the middle west at the thirty-fifth annual commencement of Creighton university, June 6.



Just A Few Of Omaha's Leading Manufacturing Plants.

Telephone Company Explains Its Position

The Northwestern Bell Telephone company in a statement, printed in another column of this issue, explains the recent decision of the Nebraska Railway commission, raising the rates to the telephone company.

Patrons of the telephone company, several thousand of them, perhaps, have wondered why the telephone company should have its revenue increased especially at this time. Mr. Belt, who signs the article, make a lucid statement and shows just why this increase is allowed. The first action of the telephone company was started in 1918, when the company income was admittedly very low. This concern is a big one, with an immense amount of capital invested. The average telephone user does not appreciate what the cost has been nor the effort expended to give him the instant service which he uses every hour.

This has been a tremendous task, involving the efforts of many thousands of men and women in various capacities. "It is the policy of our company," says District Commercial Manager Hitchen, "to refrain from increasing its service charges for service until every effort has been exhausted to operate satisfactorily on existing revenues. But when this cannot be done without impairing the quality of the telephone service, we believe it our duty to seek an adjustment of rates."

The average man who uses a telephone has not the slightest conception of the efforts put forth to secure the almost perfect service given him. The Mediator, like every telephone user, has possibly lost track of this item. It believes the telephone company is right in this particular instance and suggests patrons accept the railway commission gracefully.

The Bell people, admittedly, have a monopoly on the telephone service, but they have been fair at all times, and much unlike many other institutions of the same kind, has tried all the time to give the public a square deal.

Street Car Rides From The Depots

The time specified refers only to the time necessary to complete the trip. No allowance is made for stop-overs.

These two depots face West and located on Tenth street.

Trip 1—Twenty minutes

Take any car going North and get off at Sixteenth street, center of retail district, and return.

Trip 2—Thirty minutes.

Take "Harney" car going North and get off at Nineteenth and Harney. On the southwest corner is the Omaha Grain Exchange, the largest primary grain market in the United States. On the southeast corner is the Omaha Public Library, Museum and Art Gallery. One block east is the million dollar Douglas County Court House, also the Y. M. C. A. Return to Depot. You can lengthen this trip by visiting the Museum on the top floor of the Library, where there are many ancient curios including a unique Indian exhibit and by visiting the Library art exhibit or the Byron Reed coin collection.

Trip 3—Thirty minutes

Take "Dodge" car going north and get off at Eighteenth and Dodge. Walk one block north to Trinity Episcopal Cathedral. Walk three blocks south to City Hall and Court House. You will pass Omaha's new Elks building. Take any car going east to depots. You can prolong your stay by stopping at the G. A. R. exhibit in the Court House or making a tour through the automatic plant of the Northwestern Bell Telephone company on the northwest corner of Nineteenth and Douglas streets.

Trip 4—Thirty minutes

Take "Dodge and North Thirtieth street" car going north and get off at Fifteenth and Dodge streets. The Union Pacific Railroad headquarters building is on the northeast corner. Return to depot. In the U. P. building you can prolong your stay by visiting the agricultural museum, showing the products of Nebraska and other Middle Western states.

Trip 5—Thirty minutes

Take "Farnam", "Cumming" or "Dundee" car. Get off at Fourteenth and Farnam streets. Woodman of the World is on southeast corner. From Chamber of Commerce room on 17th floor you can get best birds-eye view of Omaha business district. Return to depot. This trip can be prolonged by visiting the Western Union Telegraph system on the 16th floor of this building or the W. O. A. W. radio station on the nineteenth floor.

Trip 6—Thirty minutes

Take "Riverview Park" car going south. Visit park and return to depot. You can prolong trip going through the zoo.

Trip 7—Thirty minutes

Take "Harney" car going north. Get off at Twenty-fifth and California. Visit Creighton university and its colleges of Arts, Dentistry and Law; also its campus, athletic field. Creighton is one of the leading universities of the west. Return to depots.

Trip 8—Thirty minutes

Take "Dundee", "Cumming" or "Farnam" car going north. Get off at Fortieth street. Walk two blocks south and two west and visit the University of Nebraska Medical college and hospital. Return to depots on any eastbound car.

Trip 9—Forty-five Minutes

Take "Harney" car going north. Get off at Thirty-third and Cumming Streets and visit Omaha's \$3,000,000 Technical High School, one of the largest schools in the United States.

Trip 10—One Hour

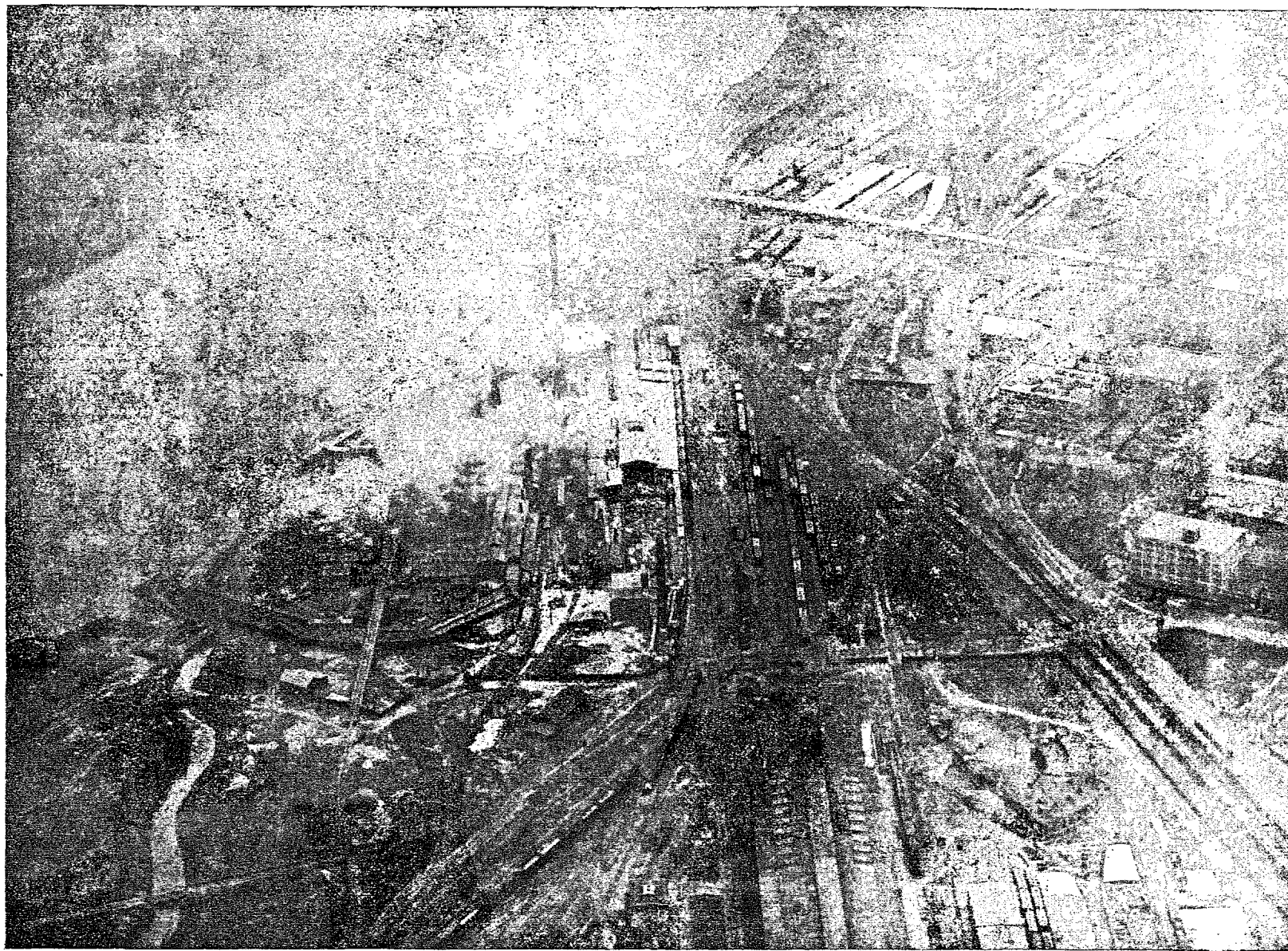
Take "Cumming" car going north. Get off at Fortieth and Burt. Visit St. Cecilia (Roman Catholic) cathedral. Take southbound car back to depots.

Trip 11—One Hour

Take "Dundee" car going north and ride to end of the line. Nearby is Brownell Hall school for girls. A few blocks south is the heart of the fashionable suburban residence district of Omaha with many fine mansions. Return to depot on eastbound car.

Trip 12—One and a half hours

Take "Farnam", "Dundee" or "Cumming" going north and ask for transfer south on Twenty-fourth street. Get (Continued on page 3)



American Smelting & Refining Company as seen from an Aeroplane.

To Telephone Users Of This Community

As telephone users, I think you will be interested in the following statement of the action this Company has taken to obtain authority to adjust exchange rates in Nebraska up to the time we appealed to the Federal Court.

We consider you and every telephone user as essential partners in the successful operation of our business, and therefore we want you to know at all times what we are doing and why.

Our efforts to secure adequate revenue from our operations in Nebraska to pay expenses and earn a fair return on the value of our property, date back to September 30, 1918. At that time we applied to the Nebraska State Railway Commission for authority to increase our exchange rates 20 per cent in order to meet the high operating costs resulting from the war.

Hearings were held on our application during October that year, after which the Commission issued an Emergency Order, authorizing our Company to increase its exchange rates 10 per cent effective December 1, 1918. The Order was to expire after six months.

On April 17, 1919, shortly before the Commission's authorization of the new rates was to expire, our Company applied for authority to substitute a slightly higher schedule of exchange rates in Nebraska. Hearings were held, and our application was granted on May 2, 1919. The Order specified that the new schedule of rates was to terminate at the end of that year. As the close of 1919 approached, the Commission continued the rates for another year.

However, on September 30, 1920, because of continued high costs our Company made application for a 10 per cent increase on all exchange rates in Nebraska. This application was granted on November 30, 1920, after a number of hearings, and a 10 per cent surcharge on exchange rates was authorized until June 30, 1921. Later it was continued until December 31, that year.

This was the situation when, on December 14, 1921, after it was evident that a level of prices higher than those in 1924 would prevail, our Company applied to the Commission for authority to establish a new schedule of exchange rates to take the place of the temporary surcharge rates. The schedule applied for was such as we then hoped might eventually result in satisfactory earnings but it is now clear that it would not have produced a fair return on the cost of our property in this state as shown by the books of the Company.

After a series of hearings on our application, the Railway Commission on November 4, 1922, handed down an order which, if it had been placed in effect, it is estimated, would have permitted only the payment of our expenses and a return of 2.92 per cent on the cost of our intra-state property in Nebraska, based on 1921 operations.

Following the Commission's order, compliance with which would have resulted in the confiscation of our property, our Company on November 23, 1922, appealed to the Federal Court. The Court on December 22, 1922, granted a temporary injunction against the enforcement of the Commission's order and appointed a Special Master to hear evidence from the Railway Commission and the Telephone Company.

For years our earnings in Nebraska have not been adequate. In 1917 we earned only 5.15% on the cost of our Nebraska Division property, which included all of our Nebraska plant and a small part of South Dakota; in 1918, we earned 4.62% on the same property; in 1919, 5.30% and in 1920 only 3.09%. Since 1921 we have kept separate records for the state of Nebraska. In 1921 we earned 2.87% on the cost of our property in this state; in 1922, 3.05%; in 1923, 4.63% and in 1924 we earned 4.55%. All these figures include earnings from interstate operations. In connection with the increased earnings from interstate operations. In connection with the increased earnings in 1923 and 1924, it should be borne in mind that the rates allowed by the temporary injunction were in effect during these years.

Notwithstanding the fact that the rates of our Company in Nebraska have been inadequate for many years, its subscribers have enjoyed a good quality of telephone service at prices relatively lower than what they have paid for other services and products. That they have been able to obtain their telephone service at such rates has been due to the fact already mentioned—that the Company has not been earning a fair return on the fair value of its property.

The public demands and is entitled to reliable telephone service. The employees who help supply such service should be fairly paid. And those who invest their money to build telephone plants to meet the needs of the public for service, must be paid a fair return or the necessary new money for growth cannot be obtained. The interests of these three—the public, the employees and investors—are identical. The interests of all can be best served only when charges for telephone service are such as are necessary to pay expenses and earn a fair return on the value of our property.

It is the policy of our Company to refrain from increasing its charges for service until every effort has been exhausted to operate satisfactorily on existing revenues. But when this cannot be done without impairing the quality of telephone service, we believe it our duty to seek an adjustment in rates.

If there is any further information we can supply regarding our efforts to obtain additional revenue in Nebraska, please ask any employee, or call our Manager and we shall gladly send a representative to see you.

W. B. T. BELT, President
Northwestern Bell Telephone Co.

STREET CAR RIDES FROM THE DEPOTS

(Continued from page 2)

off at Twenty-fourth street and take any car going south. This will take you through the stock yards, past the livestock exchange and horse barns and near all the packing houses. Ride to end of line and return to the depot. Omaha is second live stock market in the U. S. and third in packing. You can prolong this trip by visiting the yards and one of the packing houses.

Trip 13—One and three-fourths hours

Take an car going north and ask for transfer north on Sixteenth street. Get off at Sixteenth street and take "Florence" car going north. You will pass Ford Motor plant, University of Omaha, Fort Omaha, Miller Park and the square in Florence where the Mormons spent the winter of 1846-47. Near the end of the car line is the big pumping station for Omaha's municipal water plant.

Trip 14—Two Hours

Take car and transfer as in trip 12. Get off at Twenty-fourth and N streets. Take "Fort Crook" car. Get off at Fort Crook and see the central flying field of the transcontinental air mail, also the Seventh Corps Area flying field. At 11 P. M. the night air mail planes land here in the glare of 500 million candle power revolving lights. Fort Crook cars leave on the even hour except between 3 P. M. and 6 P. M. when they leave on the hour and half hour. The last car returns from Fort Crook at 12:30 A. M.

GREETINGS TO VETS FROM CHRISTIANSEN

Gus Christensen, proprietor of the Independent Mineral Springs Co., sends greetings to the delegates of the Disabled Veterans Convention and invites them to visit his up to the minute plant located at 4809 South 20th St. The Independent Mineral Springs Co. is furnishing all of the carbonated beverages sold at the Convention Hall.

WARREN S. STONE ANSWERS LAST CALL

The death last Saturday of Warren S. Stone, head of the railway engineers' brotherhood, takes a real man from the ranks of the Brotherhood, and incidentally, one of the live wires in union labor circles. Mr. Stone, admittedly head of the greatest railroad brotherhood of employees, made a record for himself as well as for the brotherhood. He was the brains as well as the big, active worker in the ranks of railroad employees. He never missed an opportunity to forward every movement that had for its intention the betterment of the engineers, and his unusual ability as a leader always meant something. It will be a long time before railway men will see another man like Stone. He came up from the ranks and knew every kink in the railroad business. His particular adaptability to a position of leadership was quickly realized and resulted in his being put to the front. Seldom, if ever, has a man accomplished so much for a labor organization as did Warren S. Stone accomplish for the engineers.

NEWS FROM THE METROPOLIS

"Western Nebraska farms look wonderful", declared Hale Holden, president of the Burlington railroad while visiting in Omaha last Saturday after a two week's inspection trip over the Burlington lines.

Ak-Sar-Ben's Den shows to be given weekly on Monday nights during the summer, with special shows for the D. A. V. and American Legion conventions opened Monday night June 8th, with "Omaha Night".

An active campaign for a free bridge over the Missouri river between Omaha and Council Bluffs has been launched in Omaha. It is planned either to buy the present bridge or to build another which will be free to the public.

Omaha packing houses are shipping 1,000 carloads of dressed meats each week to southern and eastern markets, Nebraska beef and mutton is mostly marketed in the east, and pork is more generally distributed in southern markets.

The International Atlas clubs and the International Cosmopolitan clubs last week voted to hold their 1926 conventions in Omaha. The Atlas clubs were in session in Fort Wayne, Ind., and the Cosmopolitan clubs in Tulsa, Okla., this year.

With total assets of \$122,000,000, Nebraska's building and loan associations rank eighth among all the states it was reported at the annual convention of the United States League of Building and Loan associations at Kansas City last week.

Union Pacific Takes Far Reaching Steps Toward Betterment

One of the most important and far-reaching steps ever taken in the development of the dairy industry in this State, is now being worked out by the Union Pacific Railroad, in cooperation with the livestock breeders of the State, the Nebraska College of Agriculture, and the Nebraska Dairy Development Society.

"This is a combined better sires and better foundation-stock movement," said President Carl R. Gray, today, "which will be carried out in the following Counties: Saunders, Douglas, Dodge, Colfax, Madison, Boone; Nance, Merrick, Hall, Howard, Buffalo, Custer, Dawson, Lincoln, Morrill, Scottsbluffs, Deuel, Cheyenne, Polk, Butler, and Gage."

"It should be understood that, in every instance, the selection of the breed for the Calf Clubs was the choice of the Community; no effort having been made, by any one connected with this movement, to influence the selection of any particular breed."

"During this whole movement the raising of calves, and their proper feeding and management, in order that they may develop into healthy, profitable milk manufacturing machines, will be emphasized. Also, to 'make haste slowly,' growing into dairying—do not attempt to jump into it. Acquire good animals gradually, and, at the same time, learn the finer points of the business."

"An eleven car special train, to be known as 'The Union Pacific Calf Club Special,' starting at Stromburg, Nebraska, upon August 24th, and ending at Beatrice, upon September 4th, will be run; making stops at the following centers, in the order given below: Stromburg, Rising City, Fremont, Schuler, Norfolk, Albion, Fullerton, Central City, Grand Island, St. Paul, Kearney, Arnold, Lexington, North Platte, Broadwater, Gering, Chappell, Lodge Pole, Wahoo, Valley and Beatrice; thence, Lincoln."

"Twenty-one pure-bred registered bulls will be carried on the train, and, at each stop, one of them will be exchanged for a scrub bull that has actually been in service this year."

"The prominent and most important feature, in this connection, however, is the formation of a Boys' and Girls' Calf Club, at each point at which the train will stop, with a minimum membership of ten, the sponsoring organization being, in most cases, Chambers of Commerce, and like Commercial bodies; and it is of interest to note that, in all instances but one, these will be what are known as 'perpetual' calf clubs, and will function indefinitely."

"These clubs have been formed, and Messrs. Liebers and Lawritson, of the Nebraska Dairy Development Society, are now procuring the calves, which, in each instance, will be from a good grade dam, with a production record of 300 pounds, or better, of butterfat."

"Three of the cars of the train will be fitted up with exhibit of various material pertinent to the dairy industry; and it is expected that some material will also be carried illustrating the value and importance of the livestock anti-tuberculosis work now being done, so successfully, in this State."

"Four or five pure-bred cows, typical of the breeds they represent, will be carried for demonstration purpose."

"At each stop, made by this special train, livestock judging demonstrations, by members of the local Boys' and Girls' Calf Clubs, will be held; the livestock to be judged being brought in by farmers, dairymen, and others in the neighborhood."

"This train will be equipped with the most modern radio sending and receiving apparatus."

"The cars of the train will be open to inspection during the entire time that the train stops at each point."

The itinerary will be published later.

Clarence Darrow is going to defend evolution when it is put on trial in Tennessee. Goody, Now Tennessee won't be able to hang evolution, after all. Maybe it will only get ten or twenty years in the penitentiary.



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