

# New Ulm Review

Published by  
The  
New Ulm Publishing Company  
EDITOR: Albert Steinhauer  
MANAGING EDITOR: H. Payne  
Subscription Rates \$1.50 Per Year.  
Wednesday June 16, 1915.  
Official Paper of Brown County.

August Marschner, son of B. Marschner of this city, is now located at Monte Vista, Colorado. He recently assumed the editorship of the Monte Vista Tribune in which he is also financially interested. Editorially, typographically and from the news stand point, the paper looks good.

## Mer's Your Hat, Anthony.

Anthony Comstock who has been the public censor for years and in that capacity has tyrannized over publishers and artists and has made the U. S. the laughing stock of European countries will leave the service June 30th, the Department having intimated to him that the manner of his conducting his office has become decidedly objectionable. Good riddance to bad rubbish. His exit from public life will certainly not be deplored.

## Is This Justice?

With the recent decision of the Supreme Court the hopes for the payment of claims for damages sustained by the New Ulm typhoid patients go glimmering far even if the parties were able to establish in a Court of Law that the typhoid epidemic was due to contaminated drinking water and that the city was negligent in permitting the conditions to exist, they would still be unable to collect any damages. And why? Simply because the patients who were hovering between life and death did not file a notice with the city authorities calling attention to the illness that had befallen them and giving notice that they would hold the city liable in damages.

We have no fault to find with the decision of the highest tribunal, because they could hardly arrive at any other conclusion. We do, however, consider the law a monstrosity. Any law that permits a municipality to sit back and refuse to pay a claim for damages because their attention was not called to it by the claimant in the manner provided by law, altho the City knew all about it, and had made a careful investigation, is all wrong.

We don't know anything about the merits of these typhoid cases; don't know whether the city is to blame and can be held liable, but we do not hesitate to say in our opinion that it is small business for a city to take advantage of the ignorance of its own citizens in law matters, and to make use of technicalities to escape liability and refuse to have the cases decided on their merits. The citizens of New Ulm have a right to expect that the city council will meet every issue fairly and squarely and not resort to subterfuges. This much is certain that the tax payers will not object to the payment of damages to such of our citizens who have suffered injury thru the negligence of employees of the city. This fact can be legally established.

## JUNE SETTLEMENT.

Within three days after the last day of the paying of taxes County Auditor Louis G. Vogel and County Treasurer Henry J. Berg had completed their settlement and mailed it to the State Auditor Thursday afternoon. The rapid increase in the taxes which Minnesota taxpayers have to contribute to the State is shown by the figures in this report, as this is the largest June settlement ever recorded in this country.

According to these figures, a total of \$190,803.33 was collected as compared to \$163,288.11 of last year, making an increase of \$27,775.22. Of the total amount, the largest amount was apportioned to the school districts, this tax amounting to a total of \$56,938.11. The cities and villages came second in the drain upon the fund, getting a sum of \$55,476.82. The county received \$40,731.99 and the State \$37,656.

41. The schools received over \$3,800 more than last year, which is the lowest increase of any, when compared with the \$6,420.13 increase for the State, \$4,240.97 for the county, and the \$13,291.34 for the cities, towns and villages. Of the taxes collected for county purposes, a little less than a sixth is expended for the county poor, and almost a half for roads and bridges. The expenditures for the last item show the greatest increase over the figures for last year, showing a jump from nine to fifteen thousand dollars.

New Ulm gets one sixth of the moneys given to the cities and towns, its share being \$9,717.70; Sleepy Eye, the next in size gets \$7,765.69, and its increase over last year exceeds that of New Ulm by \$1170.43.

Of the money apportioned for school purposes, New Ulm as usual gets the lion's share. Out of the \$56,938.11 New Ulm receives \$20,544.92, which is an increase over \$3,500 over the amount for last June. Only one district received less than \$100 this year, compared with three of last year.

The following apportionment was made at the June settlement:

STATE	
State revenue	\$27941.15
State school	9,715.26
County	
County revenue	\$15,938.83
County poor	6,321.83
County road and bridge	15,793.30
County ditch	2,558.14
Penalty	119.89

Total.....\$40,731.99  
Cities, Villages and Towns.

New Ulm	\$9,717.70
Sleepy Eye	7,765.69
Springfield	3,338.17
Comfrey	968.99
Hanska	547.22
Evan	230.08
Cobden	15.00
Albin	1,200.73
Bashaw	1,857.84
Burnstown	1,708.64
Cottonwood	1,074.37
Eden	2,201.81
Home	2,535.93
Lake Hanska	2,458.53
Linden	1,994.73
Leavenworth	3,426.76
Millord	3,859.26
Mulligan	1,670.17
North Star	2,167.99
Prairieville	2,270.83
Sigel	665.75
Stark	1,934.57
Stately	1,866.06

Total.....\$55,476.82

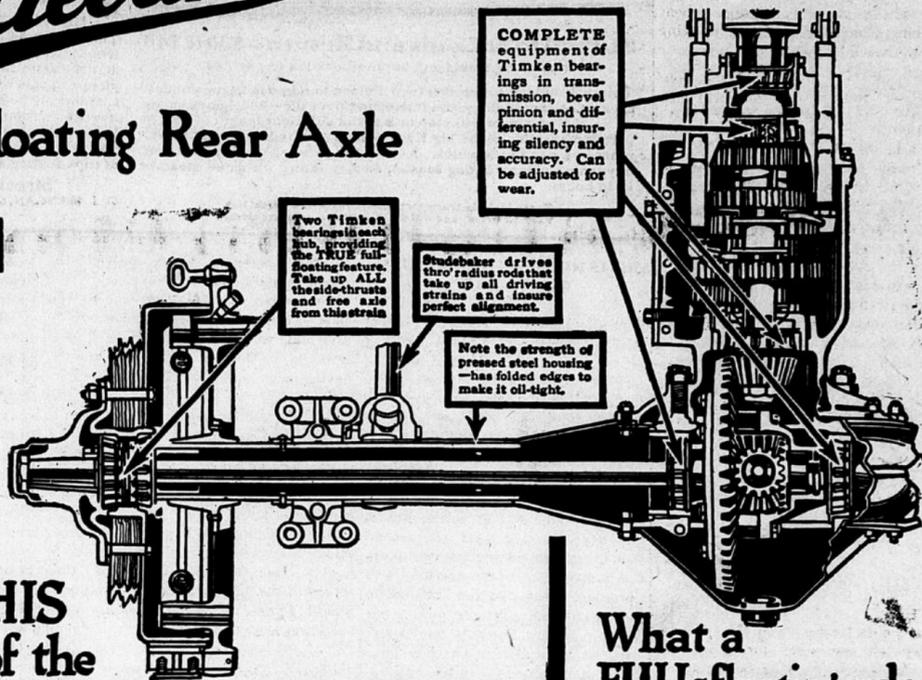
School Districts.			
No.	Amt.	No.	Amt.
1	20,544.92	51	\$279.28
2	118.94	44	123.91
3	102.14	45	205.44
4	160.59	46	219.04
5	281.69	47	176.90
6	157.76	48	201.85
7	478.54	49	402.93
8	206.95	50	399.02
9	366.21	51	279.28
10	222.04	52	262.61
11	205.81	53	198.72
12	255.89	54	205.48
13	352.32	55	200.80
14	168.99	56	262.35
15	362.40	57	242.19
16	147.55	58	468.06
17	237.46	59	263.78
18	225.86	60	255.42
19	313.48	61	108.61
20	353.53	62	199.41
21	227.06	63	164.41
22	432.62	64	6,396.82
23	206.02	65	230.18
24	8,614.24	66	221.91
25	252.13	67	261.04
26	165.93	68	203.75
27	401.29	69	170.22
28	151.16	70	236.21
29	327.59	71	198.68
30	244.05	72	155.87
31	232.33	73	250.60
32	185.53	74	184.51
33	449.47	75	350.97
34	190.45	76	150.17
35	392.38	77	323.36
36	249.39	78	264.59
37	199.07	79	326.56
38	132.56	80	799.21
39	240.83	81	1,183.97
40	300.95	82	278.61
41	182.62	83	251.55
42	174.07	49 Att.	28.84
43	164.10	Goshen	193.03
Total	\$56,938.11		

# Studebaker

## FULL-floating Rear Axle

### NOW ON DISPLAY

### -and THIS is one of the BIG reasons for Buying a Studebaker



### What a FULL-floating axle really means

A rear axle has to do THREE things. First, it has to turn the wheels that drive the car. That's the most important duty it has. Then it carries the weight of the car. Lastly, it has to take up the side-thrusts that come when your car suddenly turns corners or skids.

In the old-style "live" axle, which so many cars use, the axle housing is cut off just before it reaches the hub of the wheel. So the axle shaft not only turns the wheels, but also carries the car. And, in addition, has to take up the side-thrusts. This means that the axle shaft does EXTRA work.

In the "semi-floating" type the axle housing is run into the hub a little way and has one bearing on the housing, so that the axle shaft is freed of the weight of the car. But the shaft still turns the wheels and at the same time has to keep the wheels from wobbling, because the ONE bearing is not enough to take up the side-thrusts.

The Studebaker FULL-floating Rear Axle is the highest development of the "floating" principle. In it, the axle housing, which by the way is a tremendously strong steel stamping—this housing runs thru the wheel hub, thus taking all the weight of the axle shaft. And it has TWO Timken Bearings in each of the hubs, so that the shaft is entirely freed from any duty except that of turning the wheels.

Even if the shaft is taken out of the axle the wheel stays on and the car can be towed along as if nothing had happened. Furthermore, the axle shaft can be easily and quickly removed without taking the wheel off, as it is necessary to take the shaft out of the other axle.

The FULL-Floating Rear Axle is SAFE, accessible and the only type of axle that ought to be used on any car. Be SURE your car has one.

Studebaker ROADSTER, . . . \$ 985  
Studebaker FOUR . . . . . 985  
Studebaker LIGHT SIX, . . . . 1385  
Studebaker SIX, 7-passenger, . 1450  
F. O. B. Detroit

Yes—just this Studebaker Rear Axle in itself is reason enough for your buying a Studebaker rather than any other FOUR on the market. As a matter of fact, thousands of men have bought Studebakers for just that ONE reason.

But do you actually KNOW what a FULL-floating Rear Axle is? If you do, it is scarcely necessary for us to say that we don't imagine you'll buy a car without one. If you don't, we advise you to find out what it means before you DO buy.

Where some manufacturers build a four and a six, they equip the four with the obsolete, malleable cast semi-floating axle and the higher-priced six with a full-floating type, thus openly admitting that the full-floating type is better. Both the Studebaker SIX and FOUR are equipped with a full-floating axle.

Other makers acknowledge the superiority of the "floating" principle in making use of the earlier stages of its development, but they only go halfway. For the reason that, ordinarily, the buyer doesn't know the difference. And the "live" axle and the "semi-floating" type cost a whole lot less to manufacture.

The average man realizes that a car that looks good in a newspaper illustration, or in a magazine advertisement, may not be a DEPENDABLE car from a mechanical view. Advertising, as Studebaker looks at it, is NOT to throw a halo round a car and rush a man in with a check in his hand, but to say to him: Here's a car that you ought to see and TRY before you decide on any car.

Of course, we can't please everybody, but we are pretty sure you will like this car, for almost everybody has liked it, and today, months ahead of the season's close, practically every 1915 Studebaker car has been sold. So you had better see it right away while there are a few left.

We have made our sales by demonstrations—not by talk. We have shown the buyer quality—let him see it with his own eyes, and he has been mighty quick to recognize it and appreciate it, too.

So this Studebaker full-floating rear axle we are telling you about is just one of the many things that proves the quality of Studebaker cars. It is a sample of the way the car is built all the way through.

## F. H. RETZLAFF

### Real Boosting

The following letter was received from one of New Ulm's last week visitors and is most interesting to us as it will be to many of our readers. When such a spirit of boosting for New Ulm exists among those who do not even live here and who have not lived here for many years, is it not a shame that more enthusiasm can not be aroused right here? How many of us would be willing to put up the amount of money offered here to push along such a project for the good of this city?

Mpls. Minn., 6-10-15.

The Review New Ulm,  
"Yes, I do take special interest in New Ulm. One "hikes back" to earlier scenes and friends with more pleasure, generally, than later ones.

"Now, if I lived in New Ulm, and on Broadway, particularly, I should want to see its breadth reduced one half by putting in its center such a fine parked boulevard, full of flowering plants, etc., as would be the envy of every city in the state—You have plenty of wealth to do this, now.

"Then I would take buy, or beg the

little Turner Hall park and erect in its center a public library such as would at least show my love of peace, in equal measure with New Ulm's apparent love for war.

"The one stands for progress in better things, the other for hate and destruction, why not practice as we preach? To start you going I'll donate \$50.00 toward a public library on that block, and it ought to be under way no later than next spring.

"Do it now," enjoy it later.

Resp. Theo. Figge"

And here's another comment in a recent letter received from Roland Mayer. "I certainly was glad to read that they are going to boulevard Broadway soon. I hoped for that long ago and I suppose they will do the same to Center Street some day. Last year when Melvin Vogel and I drove thru Iowa in his car we noticed a number of towns much smaller than New Ulm with paved streets and one or two streets with boulevards and white lights in the center. They certainly improved the looks of the towns and make a good impression on tourists."

### FREE TICKET TO THE BIG SHOW AT THE MOTOR DROME

## FREE F. A. SCHRUPP NEW ULM, MINN FREE

### During the Merchants Trade Week and June Festival

We will give a 25 cent ticket to the Carnival Shows with every purchase amounting to \$3.00 worth of all goods in our store, not including purchases of sugar.

## F. A. SCHRUPP

GROCERIES

SHOES

## GET YOUR PIN MONEY

FOR THE

### Merchants Trade Week and June Festival

BY SELLING YOUR POULTRY, EGGS, WOOL, ETC., TO

# STORK BROTHER'S